

**Democratic Services****Location:** Phase II**Ext:** 7655**DDI:** 01895 277655**CMD No:** 1218

**To: COUNCILLOR JONATHAN BIANCO  
CABINET MEMBER FOR PROPERTY, HIGHWAYS  
& TRANSPORT**

c.c. All Members of the Corporate Resources and Infrastructure Select Committee  
c.c. Kevin Urquhart – Place Directorate  
c.c. Karrie Whelan – Place Directorate

**Date:** 11 September 2024

**Non-Key Decision request****Form D****Outcome of informal consultation for possible parking restrictions  
in the section of The Ridgeway, Ruislip between Hawtrey Drive  
and Westholme Gardens**

Dear Cabinet Members,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Thursday 19 September 2024** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Anisha Teji  
Democratic Services

**Title of Report:** Outcome of informal consultation for possible parking restrictions in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

**Decision made:**

**Reasons for your decision:** (e.g. as stated in report)

**Alternatives considered and rejected:** (e.g. as stated in report)

Signed ..... Date .....

*Cabinet Member for Property, Highways and Transport*

# Outcome of informal consultation for possible parking restrictions in the section of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Deputy Leader of the Council & Cabinet Member for Property, Highways & Transport
<b>Officer Contact(s)</b>	Kevin Urquhart, Place Directorate
<b>Papers with report</b>	Appendices A to F

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member on the results of the informal consultation carried out with residents of part of The Ridgeway, Ruislip to establish if residents would support measures to help manage the parking situation in their road.
<b>Putting our Residents First</b>	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities
<b>Delivering on the Council Strategy 2022-2026</b>	This report supports our commitments to residents of: Safe and Strong Communities
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is £2,000 and will be managed within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Relevant Ward(s)</b>	Ruislip

## RECOMMENDATIONS

That the Cabinet Member:

1. Notes the responses received to the informal consultation for the possible introduction of parking controls within the section of The Ridgeway, Ruislip between the junctions of Hawtrey Drive and Westholme Gardens.

2. Approves statutory consultation to be carried out on proposed introduction of a Parking Management Scheme in the section of The Ridgeway, Ruislip between the junctions of Hawtrey Drive and Westholme Gardens as shown on Appendix D.

### Reasons for recommendation

The recommendation reflects the majority of responses received to the consultation with residents.

### Alternative options considered / risk management

The Council could have decided to proceed with one of the other options that were offered to residents as part of this consultation which included limited time waiting restrictions, 'at any time' waiting restrictions on the corners only or to leave the current parking arrangements unchanged.

### Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. The Council has previously considered a petition that was submitted by the residents of part of The Ridgeway, Ruislip between Hawtrey Drive and Westholme Gardens, asking for consideration of the introduction of a Parking Management Scheme to prevent non-residential parking. Following consideration of this petition, the request was added to the Council's Parking Scheme Programme for further investigation and consultation.
2. The Ridgeway links Eastcote Road with Westholme Gardens and consists entirely of residential properties. It can form a through route for traffic trying to avoid traffic on Windmill Hill heading southwards towards the A40. There are also several nearby schools, and the road is used as a walking route to and from these. All properties in the road benefit to various degrees from off-street parking; in some cases, residents have more than one vehicle crossover at the front of their property.
3. The Cabinet Member will recall that as recently as 2021, an area-wide informal consultation was carried out across the broader area for possible limited time waiting restrictions. However, at the time the majority of residents who responded did not support parking restrictions and therefore no changes were ever progressed within this series of roads, which included The Ridgeway.
4. As this latest petition relates to the southern section of The Ridgeway between Hawtrey Drive and Westholme Gardens, local Ward Councillors asked officers at this stage to concentrate the consultation to this section of the road only. In liaison with the Ward Councillors, officers developed several options for residents to consider which are intended to help manage the parking on this section of The Ridgeway. These options included a Parking Management Scheme, limited time waiting restrictions and 'at any time' waiting

restrictions limited to the corners only. All three of these options are shown on Appendices D, E and F respectively. Residents would also be offered a fourth option of no changes to the current parking arrangements.

5. Following the above, all residents within the section of The Ridgeway shown in the area indicated on Appendix A were delivered a letter, plans of each option mentioned above and a questionnaire to indicate their preference. Residents were also provided with a prepaid reply envelope so that they could return their completed questionnaire free of charge.
6. Responses received to the consultation are tabulated in Appendix B. There was a total of 24 responses received from 31 consultation packs delivered, representing a return of 77%. Residents were also given the opportunity to provide any further comments on the questionnaire that they felt were relevant, attached as Appendix C is a table of all the comments that were received.
7. As part of the consultation residents were also given the choice of three different scheme operating times. The preferences indicated are shown on the lower section of the table attached as Appendix B. Of those who did indicate a preference, the majority supported operating times of 'between 'Monday to Friday 1pm to 2pm'. Therefore, if a scheme is progressed to the next stage of formal consultation, it is recommended that it be proposed with these operating times.
8. The summary of the responses received along with comments by residents during the consultation have been shared with the local Ward Councillors, who retain some concerns about the potential parking displacement into other roads but are nevertheless prepared to be guided by the views of those most directly affected.
9. In summary, the residents of The Ridgeway between the junctions of Hawtrey Drive and Westholme Gardens have been informally consulted on options to help manage the parking in this section of the road. As the majority of residents who responded indicated support for a Parking Management Scheme over every other option offered, it is recommended that residents be formally consulted on the proposals set out in Appendix D. Residents will then have the opportunity at this next stage to submit their individual views in response to these proposals whether they support or oppose the changes being offered for their road.

## Financial Implications

The estimated cost associated with the recommendations to this report is £2,000 which will be managed within existing revenue budgets for the Transportation Service. If a scheme is subsequently approved for implementation, the costs will be eligible for capitalisation subject to the relevant approval process with Transport for London and Capital Release protocols.

## RESIDENT BENEFIT & CONSULTATION

### The benefit or impact upon Hillingdon residents, service users and communities?

The recommendations of this report will enable the Council to progress proposals to the next stage of formal consultation on proposals to introduce a Parking Management Scheme in the section of The Ridgeway, Ruislip between the junctions with Hawtrey Drive and Westholme Gardens.

### Consultation carried out or required

Residents in the area indicated in Appendix A to this report were informally consulted, however if the recommendations to this report are approved formal consultation will be required for the proposed introduction of a Parking Management Scheme in the section of The Ridgeway, Ruislip between the junctions with Hawtrey Drive and Westholme Gardens as shown in detail on Appendix D.

## CORPORATE CONSIDERATIONS

### Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

### Legal

The Council has conducted informal consultation in relation to the potential installation of a Parking Management Scheme in the section of The Ridgeway, Ruislip between the junctions of Hawtrey Drive and Westholme Gardens. There are no legal impediments to the Council now conducting statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulation 1996.

Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

### Comments from other relevant service areas

None at this stage.

## BACKGROUND PAPERS

NIL

## TITLE OF ANY APPENDICES

Appendix A - Plan – Location plan and extent of informal consultation area on The Ridgeway, Ruislip for possible parking controls.

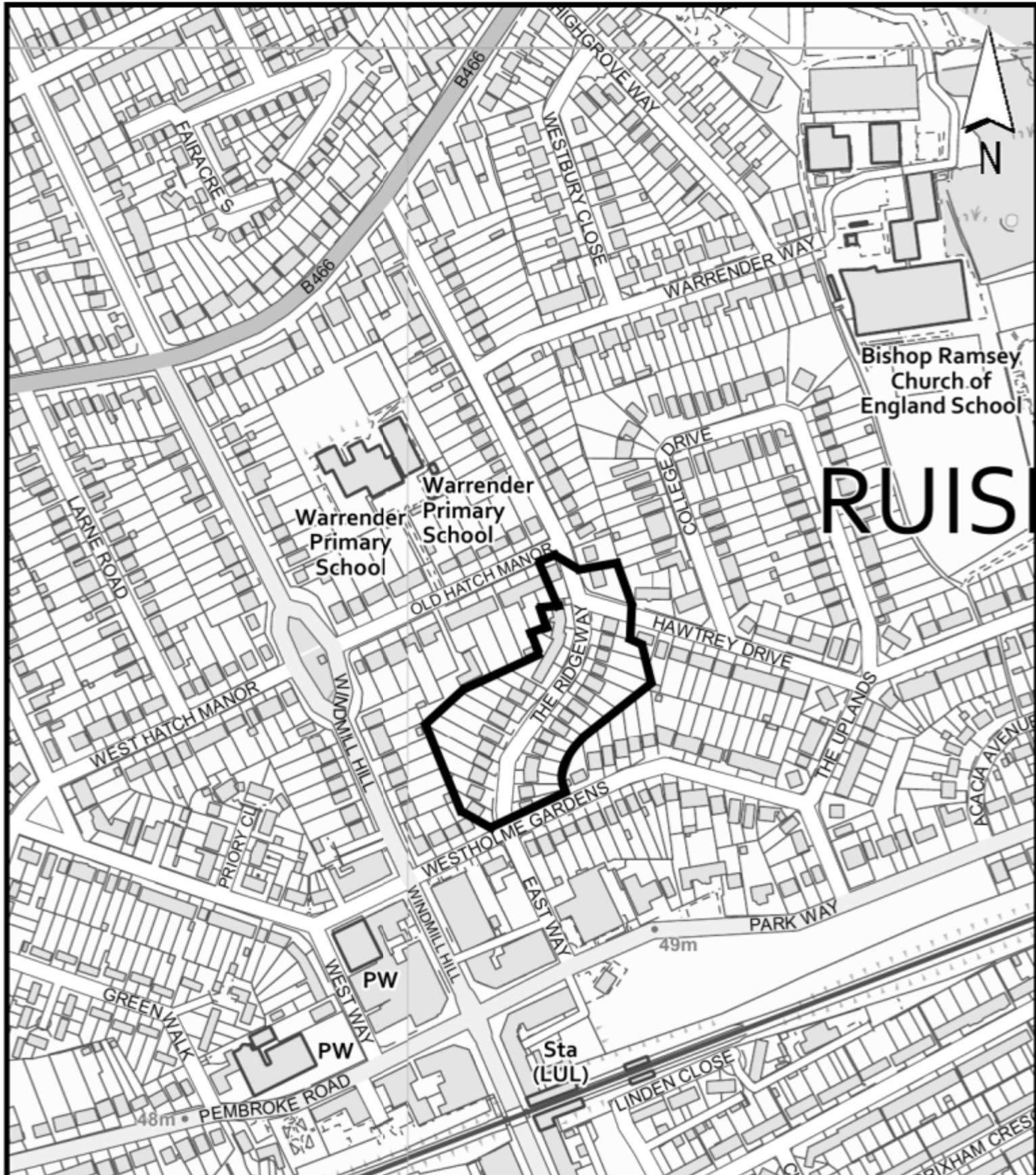
Appendix B – Table – Responses received to the informal consultation for possible parking controls on part of The Ridgeway, Ruislip

Appendix C – Table – Comments received to the informal consultation for possible parking controls on part of The Ridgeway, Ruislip

Appendix D – Plan – Detailed design for a possible Parking Management Scheme on part of The Ridgeway, Ruislip

Appendix E – Plan – Detailed design for possible limited time waiting restrictions on part of The Ridgeway, Ruislip

Appendix F – Plan – Detailed design for possible ‘at any time’ waiting restrictions limited to corners only on part of The Ridgeway, Ruislip



## The Ridgeway, Ruislip Informal consultation for possible parking controls

Appendix A

May 2024

Scale 1:4,000



Informal consultation area on measures to control  
the parking in The Ridgeway between the junctions  
with Hawtrey Drive and Westholme Gardens

## Appendix B

<b>Results of informal consultation for possible parking restriction in The Ridgeway, Ruislip between the junctions with Hawtrey Drive and Westholme Gardens</b>	
<b>Options</b>	<b>Number in favour</b>
Option 1 - Parking Management Scheme	14
Option 2 - Single yellow lines	2
Option 3 - Double yellow lines on corners only	4
Option 4 - No Change	4

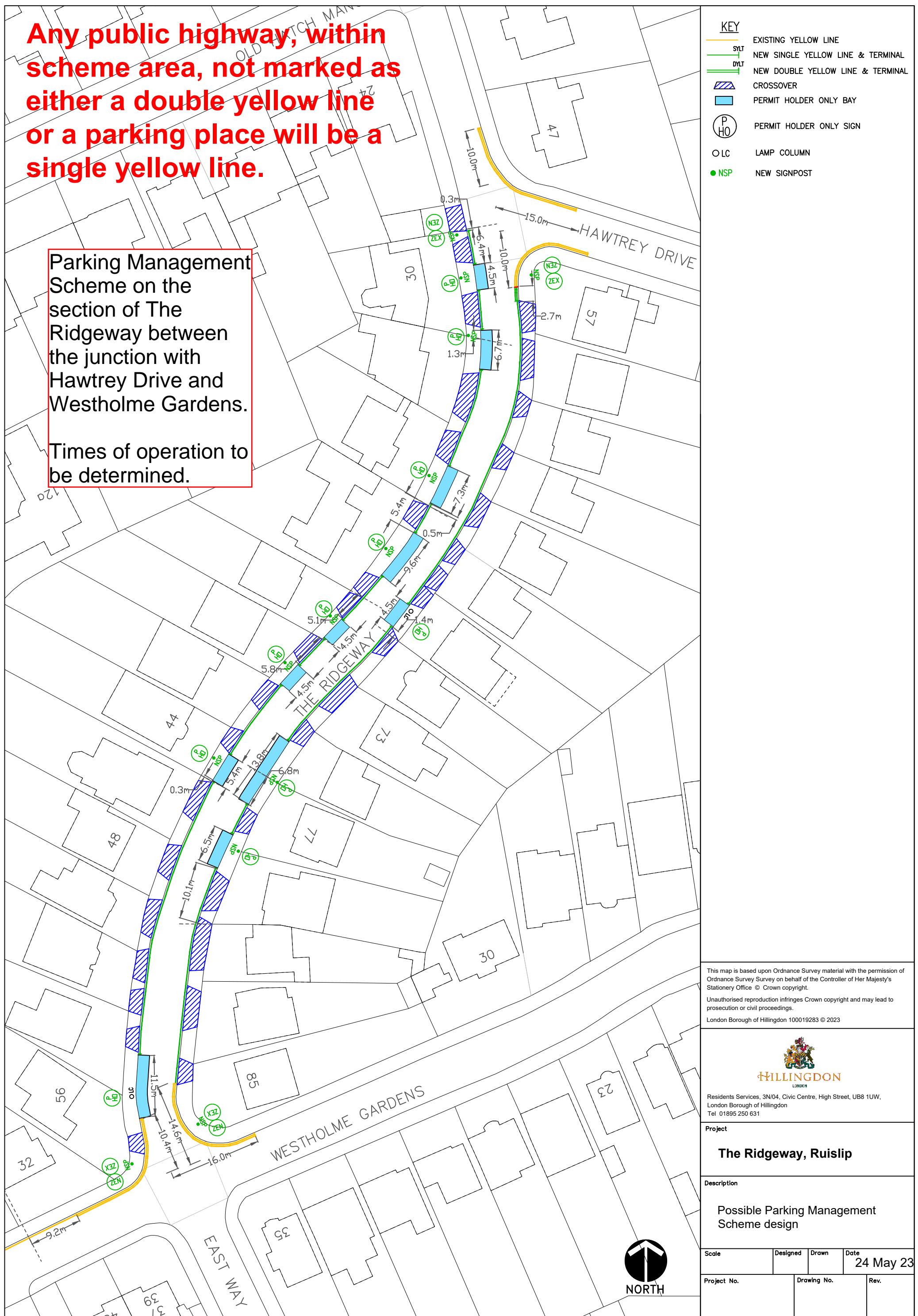
<b>Operating times options</b>	<b>Number in favour</b>
Monday to Friday Midday to 1pm	8
Monday to Friday 1pm to 2pm	4
Monday to Friday 9am to 5pm	2

<b>Number delivered</b>	31
<b>Responses received</b>	24
<b>Percentage responded</b>	77%

## Appendix C

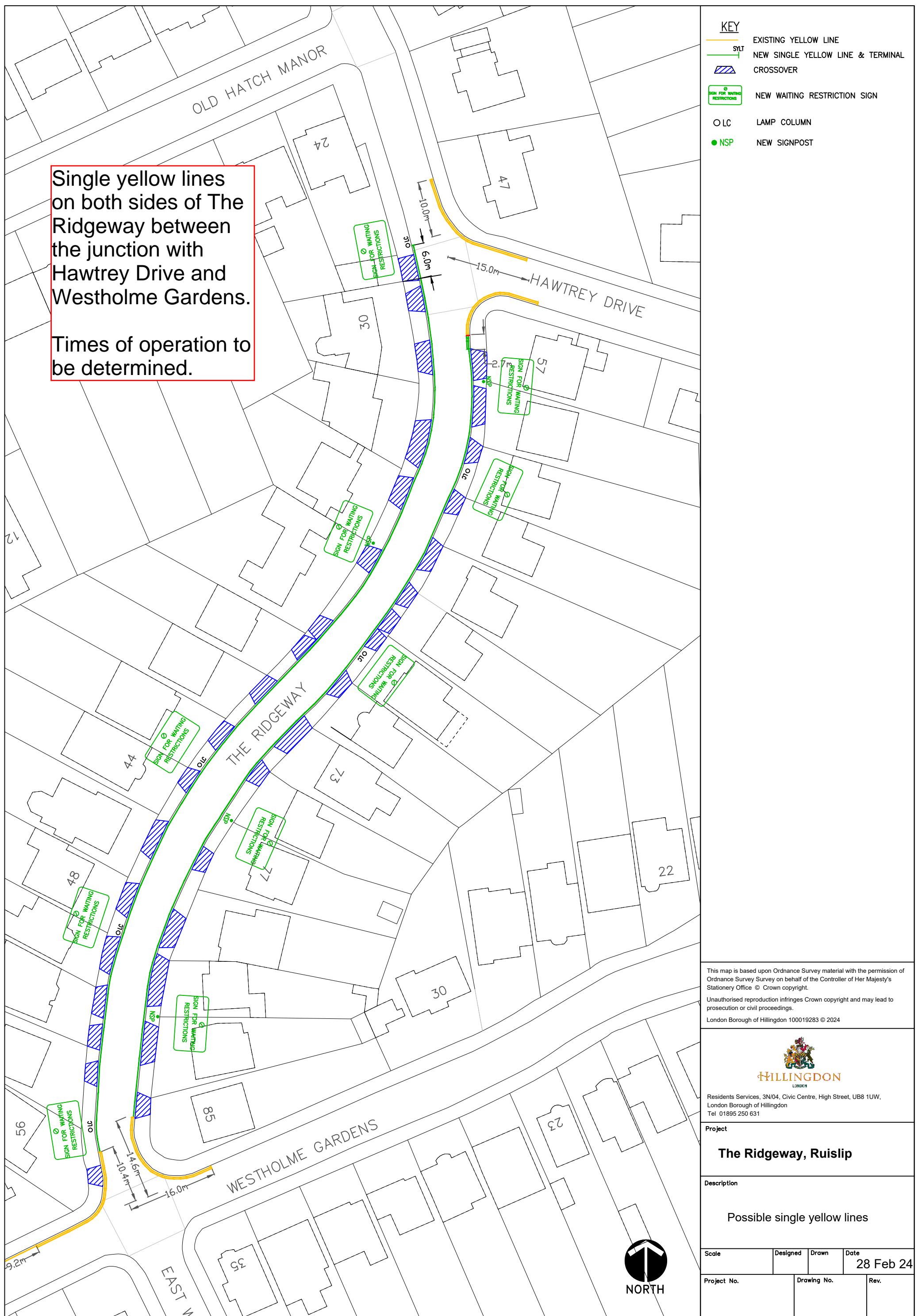
<b>Comments made in response to the informal consultation for measures to help manage the parking in the section of The Ridgeway, Ruislip between the junctions with Hawtrey Drive and Westholme Gardens</b>
For Option 1 please can you make the permit holder bay outside No. 34 a distance of 6 metres wide rather than the suggested 7.3 metres as currently some commuters try and park two cars in the space between the crossovers and end up obstructing parts of the crossover. A 6 metre bay would make it clear than only one vehicle can park in the
Very dangerous, especially at school times
Some form of speed control would be a good idea for the safety of children going to and from school.
HGV's travelling south and following GPS shortest routes use The Ridgeway as a short cut instead of using Windmill Hill which is the major road. A restriction to stop HGV traffic would keep unnecessary HGV's off narrow residential streets.
It would have been helpful to understand why option 1 doesn't have parking bays at the top and bottom of the road and has single yellow lines instead. It doesn't impact us but doesn't seem fair on those residents and so may reduce the chance of a consensus. Maybe its safety? Thanks
I don't favour parking restrictions for the following reasons.
A) If no cars parked, traffic would speed down the road and cause a hazard to oncoming traffic & pedestrians. They already race down the road but are slowed by parked traffic.
B) The "problem" would move to Hawtrey Drive or further up The Ridgeway.
C) Commuters need to park somewhere, live & let live, we are near a tube station, common sense indicates commuters would park.
D) We all have large driveways to accommodate our cars. Parked cars pose no inconvenience. If a car parks over a drive we can contact parking enforcements.
I do not think yellow lines would help residents. I am happy to have a permit scheme. Any time would work if you wanted flexibility then 12-1 or 1-2 are ok. This would allow the post office to park etc.
I do not want to lose my front garden but the road is dangerous and my car has been hit several times.
On Option 1 I do not mind which hour of operation is chosen.
I would also like the introduction of a 20mph Zone to slow down traffic which should also extend over the roads surrounding Warrender and Bishops Ramsey Schools,
Our section of The Ridgeway is the main route from Ruislip Manor Station to Bishops Ramsey and the youngest children do not pay enough attention to crossing the road, especially on the way home.
I am against options 2 and 3. Bad as the current position is, I would vote for Option 4 over Options 2 and 3 because they would serious inconvenience householders.
PS. I know a couple of houses where they don't have sufficient off-street parking for the numbers of drivers with cars in their household. That makes Option 2 untenable.
Would prefer 8am to 9am or 3pm to 4pm operating times.
Road speed restrictions are vital. The pupils from 2 schools, Warrender and Bishops Ramsey use The Ridgeway.
The risk of an accident will increase if there are less cars parked on the road as there will be higher speeds.
A 20mph limit in The Ridgeway is very important now and in the future.
Option 3 does help as there are often blockages driving up The Ridgeway.
We do not want any yellow lines across our driveway in The Ridgeway which was agreed many years ago with the



## Appendix E

Single yellow lines on both sides of The Ridgeway between the junction with Hawtrey Drive and Westholme Gardens.

Times of operation to be determined.



## Appendix F

