



Democratic Services

Location: Phase II
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**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY,
HIGHWAYS AND TRANSPORT**

c.c. All Members of the Property, Highways and
Transport Select Committee
c.c. Aileen Campbell – Place Directorate
c.c. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Ruislip

Date: 28 July 2023

Non-Key Decision request

Form D

OBJECTION REPORT – FORMAL CONSULTATION ON PROPOSED ‘AT ANY TIME’ WAITING RESTRICTIONS IN SOVEREIGN CLOSE, RUISLIP

Dear Cabinet Members,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic 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. Services

You should take a decision **on or after Monday 7 August 2023** 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.

Rebecca Reid
Democratic Services Apprentice

Title of Report: OBJECTION REPORT – FORMAL CONSULTATION ON PROPOSED ‘AT ANY TIME’ WAITING RESTRICTIONS IN SOVEREIGN CLOSE, RUISLIP

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

OBJECTION REPORT – FORMAL CONSULTATION ON PROPOSED ‘AT ANY TIME’ WAITING RESTRICTIONS IN SOVEREIGN CLOSE, RUISLIP

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Aileen Campbell – Place Directorate
Papers with report	<p>Appendix A – Detailed plan of the proposed ‘at any time’ waiting restrictions.</p> <p>Appendix B – Tabulated summary of the comments received during the statutory consultation period.</p>

HEADLINES

Summary	To inform the Cabinet Member of the outcome of the formal consultation on proposed ‘at any time’ waiting restrictions in Sovereign Close, Ruislip.
Putting our Residents First	<p>This report supports our ambition for residents / the Council of: Be / feel safe from harm.</p> <p>This report supports our commitments to residents of: A Green and Sustainable Borough.</p>
Financial Cost	The cost associated with the recommendations to this report is estimated at £900.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Ruislip

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) **Notes the responses received to the formal consultation for proposed ‘at any time’ waiting restrictions in Sovereign Close, Ruislip.**
- 2) **Instructs officers to organise for the implementation of the proposed ‘at any time’ in Sovereign Close, Ruislip, as shown in the plan attached as Appendix A.**

Reasons for recommendations

To improve road safety and prevent obstructive parking in Sovereign Close, Ruislip.

Alternative options considered / risk management

The consultation with residents offered the option to maintain parking arrangements.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Council received a request from a local resident asking for a solution to be sought to prevent obstructive parking in Sovereign Close, Ruislip. Sovereign Close is a small residential road which shares its junction with Kingsend. It is in very close proximity to Ruislip High Street and with the exception of waiting restrictions at the junction, the rest of the close has unrestricted parking. Although only a small cul-de-sac, it could be an attractive place for non-residents to the shops, services and Ruislip Underground Tube Station to park.
2. The request for additional parking restrictions was submitted by a resident who was concerned that delivery vans, refuse and recycling trucks and residents themselves were encountering difficulties with accessing the road due to cars parking close to the bend close to the start of the road. The resident was particularly concerned that emergency services were being prevented from accessing Sovereign Close due to the manner in which cars were parked. When entering Sovereign Close there is a bend adjacent to No. 1 and opposite, the kerbline is built out slightly which narrows the carriageway to around 3.2 metres. On the western kerbline just prior to No. 1, there is a dropped kerb which at the present time does not appear to be in use. As a result, the resident advised that drivers are parking in front of this resulting in vehicles having difficulty manoeuvring into the road to access the properties in Sovereign Close.
3. Site visits were conducted by officers where cars were observed parking in front of the dropped kerb close to the bend just as described. Even though a car could get through at the time, it was clear how larger vehicles would have problems manoeuvring, or even be blocked from access and egress to the close. Therefore, a proposal was designed for double yellow lines at the bend as shown in the plan attached as Appendix A.
4. Residents in properties which would be directly affected by the restrictions were sent a letter and a plan of the proposals, which were also advertised in the local newspaper and via public notices on street. The 21-day statutory consultation period started on 26th April and ended on 17th May 2023.
5. During this time, ten responses were received; nine supported the proposals and one objected to the proposals. All the responses received can be seen in the table attached to this report as Appendix B, with the full addresses redacted.

6. The comments which supported the proposals all came from residents of Sovereign Close. The main reason residents were in favour of the double yellow lines was to ensure vehicles could access the close without obstruction whether they were driving home, welcoming visitors or deliveries, and most importantly preventing the need to worry about emergency services reaching their home. A couple of residents even requested the double yellow lines be extended on the eastern kerb line northwards towards No. 2 Sovereign Close. If the Cabinet Member agrees to the recommendation to implement the yellow lines as proposed, then extending the double yellow lines is something which can be kept under review and investigated by officers in the future.

7. The comment objecting to the proposal was received from a resident of Kingsend, who was concerned that double yellow lines across the dropped kerb would cause problems if it was utilised in the future, and asked if the proposed lines could be reduced so they do not encroach the dropped kerb. If the yellow lines were to be shortened, then this would not prevent drivers parking too close to the narrow section of the road who could therefore continue to obstruct access to Sovereign Close.

8. The comments received during the statutory consultation period have been shared with local Ward Councillors who based on the responses received to the formal consultation support the double yellow lines being implemented as proposed. It is, therefore, recommended that officers organise for the implementation of the 'at any time' waiting restrictions as seen in the plan attached as Appendix A as soon as practical.

Financial Implications

The cost associated with the recommendations to this report is estimated at £900 and will be funded from existing revenue resources within the Transportation Service.

RESIDENT BENEFIT & CONSULTATION

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

The effect of the decision to implement 'at any time' waiting restrictions in Sovereign Close, Ruislip is to improve road safety and prevent obstructive parking.

Consultation carried out or required

Consultation has been carried out on this proposal through letters to residents and a notice on site and in the local press. Local Ward Councillors have also been consulted.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

Legal Services confirm that there are no legal impediments to agreeing the recommendations set out in the report, which are in accordance with the outcome of the statutory consultation.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

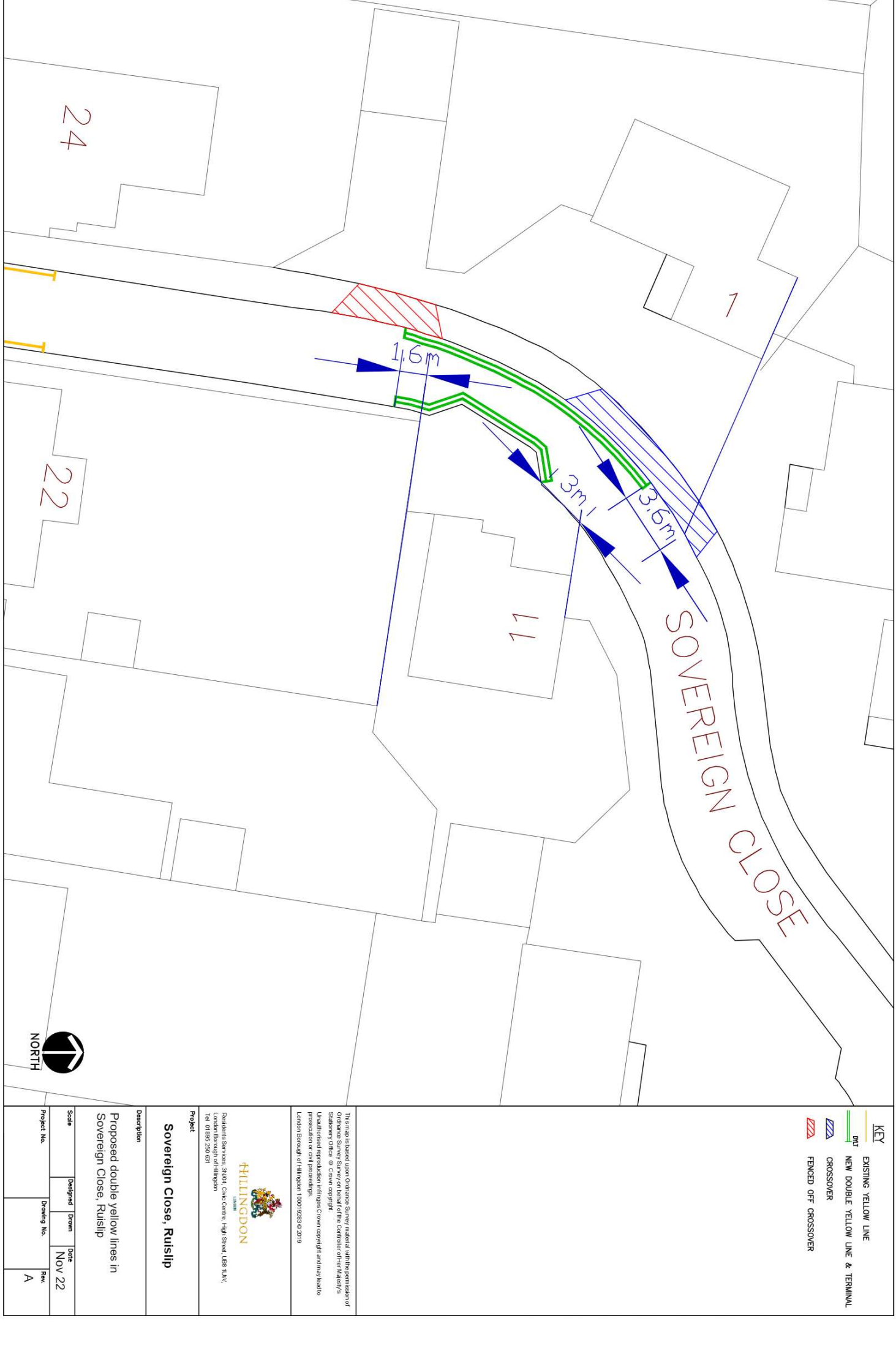
NIL.

TITLE OF ANY APPENDICES

Appendix A – Detailed plan of the proposed ‘at any time’ waiting restrictions.

Appendix B – Tabulated summary of the comments received during the statutory consultation period.

Appendix A



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon T 00015230 © 2019			
 Residents Services, 3904, Civic Centre, High Street, UB8 3JW, London Borough of Hillingdon Tel: 01895 250 631			
Project Sovereign Close, Ruislip			
Description Proposed double yellow lines in Sovereign Close, Ruislip			
Scale	Designed	Drawn	Date
Project No.		Drawing No.	Rev.
			A

Appendix B

Responses to the formal consultation on proposed 'at any time' waiting restrictions in Sovereign Close, Ruislip

Road Name	Response	Officers Comments
Sovereign Close	<p><u>Support</u> We fully support the proposed double yellow lines as parked vehicles in the marked areas have prevented us access to our home at many times. The parking enforcement officers have not been able to do anything even though they themselves could see that we were unable to enter/ exit the close for more than 8 hours. They recommend that we speak to the Council and arrange for double yellow lines. We have witnessed emergency vehicles and staff unable to reach out to patients who live in the close. Would you kindly also consider extending the double yellow lines in the area marked A to B please. We are unable to reverse our vehicles when cars are parked there.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> I have no objection to the plan as described. Since the crossover fencing was installed there have been occasions when commuters have parked, all day, at the narrowest point. Emergency vehicles would not be able to pass. Trade and Council vehicles have been obstructed.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> As you are aware I am very much in favour of these and the neighbours I have spoken to think the same. One told me how she admired the garden waste collection lorry which spent time earlier this week negotiating to avoid a car that was parked in the space at the end. I trust we will get permission for this.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> After receiving a note from our neighbour to contact you regarding this matter, I would be very pleased if this could proceed as soon as possible. There is hardly space when entering the road and if another vehicle is oncoming through the bend it is extremely dangerous as there is no where to move in order to avoid them. One other problem is that larger vehicles can not manoeuvre easily.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> I am writing in support of the proposal to put double yellow lines at the bend near the entrance of the close in order to prevent an obstruction from parked cars.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> I am writing to confirm my agreement with the proposal for double yellow lines in Sovereign Close.</p>	Considered as part of report. See paragraph 6.

Sovereign Close	<p><u>Support</u> I am happy to support the proposal. Cars parked at the bend cause difficulties navigating in and out of the close, even when the road isn't fully obstructed. The view into the close too is compromised by parked cars. Children often play on the road here and it would be safer if the road was kept clear.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> I fully support your proposal. It is very difficult getting past a parked car in that area without knocking the corner kerb. Glad a neighbour thought of raising the issue. Also reassuring is some Council Departments take notice of residents' concerns and take positive action to put things right.</p>	Considered as part of report. See paragraph 6.
Sovereign Close	<p><u>Support</u> Firstly can I say I am in favour of your proposal for the yellow lines to draw attention to the fact that parking on the bend will probably cause an obstruction. My only concern is once the lines are there, people will see everywhere without yellow lines as a legitimate place to park. I only see the problems that occur in my immediate vicinity. It is quite common for vehicles to park right on the bend between points A and B in blue on my attached diagram. When vehicles are parked there, cars can squeeze past but any lorries delivering furniture, building materials or fire engines can't get round the bend. In the past, delivery drivers have been forced to carry a complete bathroom suite 50 metres or more down the road because they can't drive to the house they want. To solve this I am suggesting continuing the double yellow lines another 4 or 5 metres between points A and B on my attached diagram. I am sorry that this may cause you a lot more work, because I presume if you think this is a good idea you will have to start the process again. However I felt I needed to bring this to your attention.</p>	Considered as part of report. See paragraph 6.
Kingsend	<p><u>Object</u> The proposal seems reasonable to support the street from having cars using the high street or station by parking on the difficult bends and making access to the homes driveways difficult. One comment is about where the new proposed lines end - close to the end of our garden - aligns by a dropped kerb that is rear access to our garden (previously a driveway and garage). Please ensure our dropped kerb is not encroached by the new double yellow lines at all, as it may cause disputes with the access points to our house in future. Please make sure it ends clear of the dropped kerb (before the bend at the start of Sovereign Close). This should have no impact on the intention of the road makings nor negatively impact any neighbouring residents.</p>	Considered as part of report. See paragraph 7.