



Democratic Services

Location: Phase II
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CMD No:1039

**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. Caroline Haywood – Place Directorate
c.c. Eastcote Ward Councillors

Date: 13 February 2024

Non-Key Decision request

Form D

HOYLAKE GARDENS, EASTCOTE - OBJECTION TO PROPOSED WAITING RESTRICTIONS

Dear Cabinet Member,

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 Wednesday 21 February 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.

Amy Helps
Senior Technical Services Officer

Title of Report: HOYLAKE GARDENS, EASTCOTE - OBJECTION TO PROPOSED
WAITING RESTRICTIONS

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

HOYLAKE GARDENS, EASTCOTE - OBJECTION TO PROPOSED WAITING RESTRICTIONS

Cabinet Member	Councillor Jonathon Bianco
Cabinet Portfolio	Cabinet Member for Property, Highway and Transport
Officer Contact	Caroline Haywood – Place Directorate
Papers with report	Appendices A & B

HEADLINES

Summary	To inform the Cabinet Member that objections have been received to the proposed 'at any time' waiting restrictions on Hoylake Gardens, Eastcote.
Putting our Residents First	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Select Committee	Property, Highways and Transport
Relevant Ward	Eastcote

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. Considers the objections received from the statutory consultation for the proposed 'at any time' waiting restrictions on Hoylake Gardens, Eastcote.
2. Does not approve the introduction of the proposed 'At Any Time' waiting restrictions on Hoylake Gardens, Eastcote, as shown at Appendix B at the present time but agrees to keep the matter under review.

Reasons for recommendations

These reflect the views of the objectors and local Ward Councillors.

Alternative options considered/ risk management

The Council could decide to proceed with the installation of the 'at any time' waiting restrictions as advertised.

Democratic compliance/ previous authority

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Hoylake Gardens is a cul-de-sac of 24 properties within Eastcote Ward. There is a pedestrian access between Hoylake Gardens and Colombia Avenue. Hoylake Gardens leads onto Southbourne Gardens, a main route between Field End Road and Victoria Road. A plan of the area is shown on Appendix A to this report.
2. The Council received a request from a resident of the road for waiting restrictions at the end of the road across the dropped kerb to improve access for pedestrians and disabled people due to parked vehicles blocking the dropped kerb. As a consequence, a detailed site investigation was undertaken by Council officers.
3. Officers observed that there was a dropped kerb to allow pedestrians to cross the road and that there was a vehicle parked in front of it restricting its use. This area is also used as a turning area for vehicles.
4. As a result of the site observations a proposal was developed to install a small section of double yellow lines across the dropped kerb and part of the turning area in order to keep this area clear and maintain safety. The proposed 'at any time' waiting restrictions are shown on the plan attached as Appendix B of this report.
5. The Cabinet Member agreed to take the proposal through the statutory 21-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period the Council received two objections and one email of support.
6. The **first objector** stated *"I don't see why someone will consider parking cars on the side of the road dangerous.Also please could the residents be informed of how any car parked in that area can be dangerous, we all walk pedestrian side walks, is a step from the road level to a pedestrian side walk called dangerous these days? Furthermore, where are the resident to park the cars, if not in the supposed allocated areas when the area in question was approved by the regulatory authorities when the project was put forward. In the neighbourhood we all are considering pedestrian using the area, leaving enough space for everyone to walk, on foot or wheelchair, and we also are considerate for delivery vans to be able to reverse in the area that is being put forward for your consideration.*

Yet the car do not harm anyone, because they are stationary parked, with enough space for any locals or visitors move freely. As a resident I would like to know how many complaints have been done, and why since when have parked cars near a side walk ever been considered dangerous.....I live in the neighbourhood for a few decades and for years we been parking the same way. It's really ironic that the council has been forced to invest time and resources, because a pedestrian have to make a step to the side walk

pavement. The funds used for this investigation and the resources to make the double yellow line should actually be used for the maintenance of the pedestrian side walk, to make sure this gentleman is safe making the step of 4inch side walk. Sorry for the irony of this email but some civilians have nothing else to do rather the make unnecessary complaints, where the locals have been parking cars for decades, in their designated areas since the area was designed as a Dead End, here Naturally was designed to serve as a parking for the neighbourhood and also designed for pedestrian freely walk, if they are able to climb to the side walk from the tarmac."

7. The **second objector** stated *"I object to the proposed scheme. 1) The proposed scheme might benefit a few pedestrians, but it does not solve the main issue in the cul-de-sac, access to properties 13, 15, 17, 19, 21, 23, 25 by the emergency and council services. Currently, parked cars along 13/15 blocking access to properties, emergency services vehicles, deliveries and residents parking on numbers 15, 17 & 19. 2) Escape route for illegal activities. The proposed scheme will encourage illegal driving and criminality as cars and motorbikes might try to use the proposed pedestrian area, something it does not happen now as a car is usually parked there. 3) Unfortunate street layout and lack of street signalling: Please note the current layout of streets cause already confusion for deliveries and visitors. People assume Hoylake Gardens is accessible from Columbia Avenue and vice versa or unclear where the streets end. The proposed scheme, as it is, will create further confusion.*

Proposal [from objector]: Extend the proposed scheme: Add also double yellow lines along front of properties 13, 15 and end of the left branch of the cul-de-sac (basically double line on top of the old/invalid single line) to allow emergency services, postman, council services, deliveries and residents access to all properties (15,17,19), parking (15,17,19, 21) and garages (3) , all at the end of the cul-de-sac. Both 13 and 15 have both garages and allocated parking area in front of garages so no parking impact to those 2 properties."

8. The **supporter** stated *"The parking in Hoylake Gardens is beyond ridiculous. Cars park wherever they like and cause obstructions and risk to access for delivery vans, emergency service vehicles and general access..... I have also been very concerned on a few occasions about how emergency services would get access to the end of the cul de sac and nearby houses in an emergency. We already have two metal posts in the parking spaces, but these regularly get hit by vehicles trying to turn around in the cul de sac."*
9. The local Ward Councillors have been consulted and all three have stated they are concerned with the level of support from residents and would not support changes without a majority of residents' support.
10. In view of this, it is suggested that a petition from residents would enable the Council to see there is a good level of support for additional yellow lines in the road.
11. There is an existing 'no through road' sign on the street name plate at the start of Hoylake Gardens informing drivers there is no access through. Not all pedestrians can step up to a kerb and need a dropped kerb; this area is the only place pedestrians can use without a raised kerb. The Police have the powers to deal with vehicles driving dangerously.

12. The enforcement of dropped kerbs is carried out in line with the Traffic Management Act 2004, section 86 which states:

86 Prohibition of parking at dropped footways etc.

(1) In a special enforcement area a vehicle must not be parked on the carriageway adjacent to a footway, cycle track or verge where— (a) the footway, cycle track or verge has been lowered to meet the level of the carriageway for the purpose of—(i) assisting pedestrians crossing the carriageway, We can only carry out enforcement action against a vehicle that is parked adjacent to the section where the kerb has been lowered to meet the level of the carriageway.

13. After careful consideration of the comments received from the statutory consultation and from the local Ward Councillors, it is recommended that the Cabinet Member agrees not to proceed with the proposed 'at any time' waiting restrictions in Hoylake Gardens in Appendix B to this report, but to keep the area under review.

Financial Implications

There are no costs associated with the recommendations to this report.

RESIDENT BENEFIT & CONSULTATION

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

There will be no changes to the parking arrangements in Hoylake Gardens.

Consultation carried out or required

Consultation has been carried out on this proposal through 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

The Borough Solicitor confirms that there are no legal impediments to the Cabinet Member agreeing the recommendations set out in the report which are in accordance with the outcome of the statutory consultation.

Infrastructure/ Asset Management

There are no property implications resulting from the recommendations set out in this report.

Comments from other relevant service areas

None at this stage.

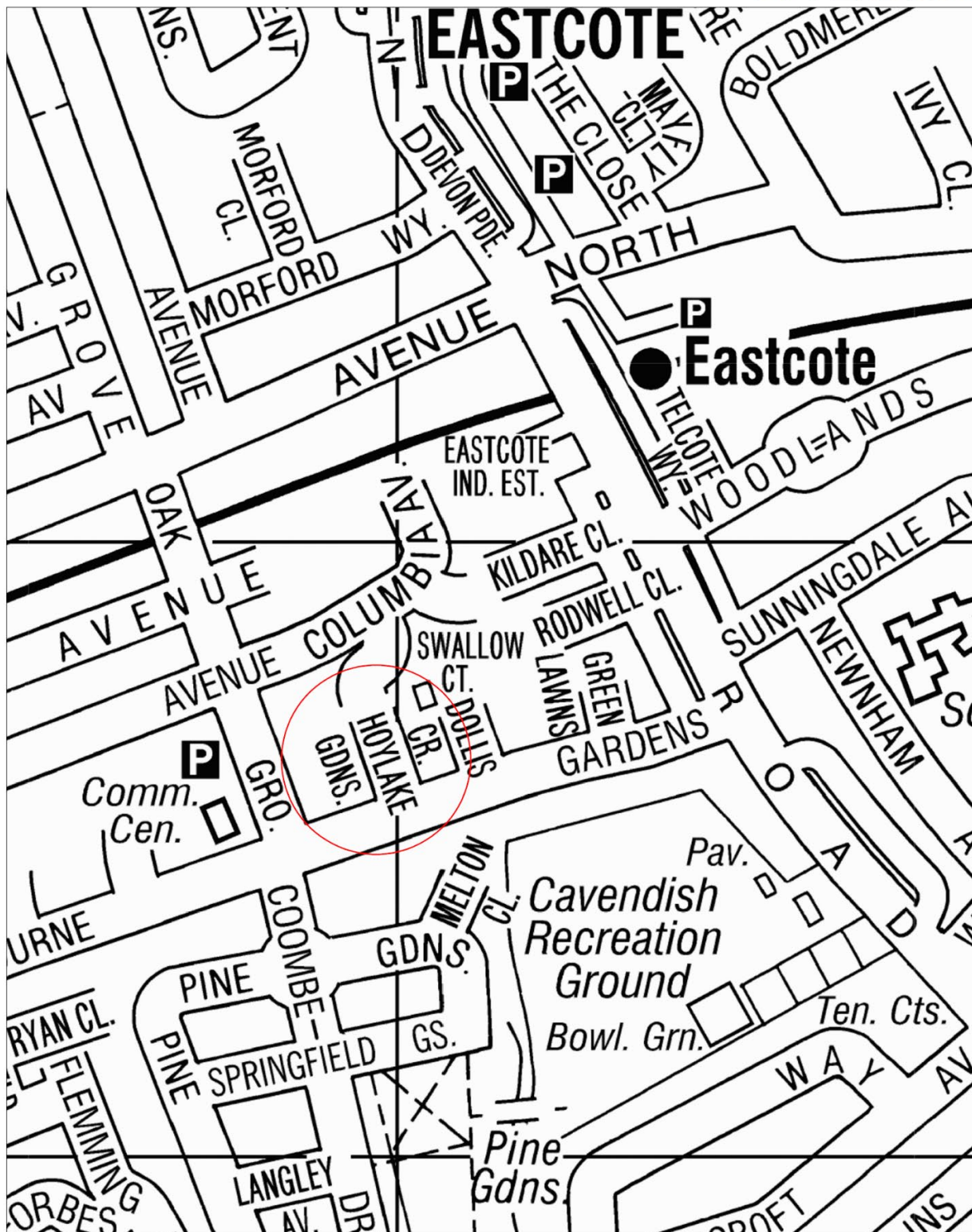
BACKGROUND PAPERS

- Traffic order
- Objection emails
- Email of support

TITLE OF ANY APPENDICES

Appendix A – location plan

Appendix B – plan of proposal



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 Hoylake Gardens, Ruislip

Appendix B - plan of proposal

