

## PETITION REQUESTING A CHANGE TO THE PARKING ARRANGEMENTS IN JOEL STREET, NORTHWOOD HILLS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Report Author</b>	Hayley Thomas, Planning, Environment, Education & Community Services
<b>Papers with report</b>	Appendix A

### HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been submitted from residents and businesses requesting the direction of the existing echelon parking places in Joel Street be changed.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's strategy for on-street parking.
<b>Financial Cost</b>	There are none associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Northwood Hills

### RECOMMENDATIONS

That the Cabinet Member:

1. Meets and discusses with the petitioners their concerns with the current parking arrangements in Joel Street.
2. Subject to 1. above, asks officers to seek the formal views of the Metropolitan Police and Fire Brigade on petitioners' concerns and report back findings to Ward Councillors and the Cabinet Member.

### INFORMATION

#### Reasons for recommendation

To give the Cabinet Member an opportunity to discuss the petitioners' concerns.

## Alternative options considered

These will be discussed with petitioners.

## Comments of Policy Overview Committee(s)

None at this stage.

## Supporting Information

1. A petition with 420 signatures has been received from residents and businesses under the following heading:

*“We, the undersigned, request that the Traffic Management Department of the London Borough of Hillingdon change the parking arrangements in Joel Street, Northwood Hills, to improve driver safety and parking space utilisation.....We ask the Council to change the direction of the bays so that drivers can easily drive forward into a bay, as we have done for many years in this road, without affecting or being affected, by following traffic. On subsequently leaving the bay, the driver can wait for a break in traffic, and slowly and safely reverse out.”*

2. The location of Joel Street is indicated on Appendix A. Joel Street is one of Hillingdon’s secondary distributor roads and links Pinner Road at its northern end to Eastcote Road in the south. The road incorporates both businesses and residential properties and also provides access to several other residential roads. The existing ‘Stop and Shop’ Scheme is currently in operation in Joel Street between Pinner Road and Tolcarne Drive. The parking places which the petitioners would like to be amended are the echelon parking bays located outside Nos. 65 - 91 and 66 - 86 Joel Street.

2. The petitioners indicate that the current angle of the parking bays (angled away from the traffic flow requiring drivers to reverse into them) puts stress on the driver and also suggest that most drivers find reversing into a narrow gap a difficult manoeuvre. They also indicate that a number of vehicles drive across the carriageway and forward into the parking bays on the opposite side of the road, which then cause a hazard when leaving the bays. Prior to the ‘Stop & Shop’ scheme being implemented, parking in this section of Joel Street was uncontrolled and, by default, many motorists chose to drive forward into the parking area, despite the lack of any formal road markings.

3. When developing the detailed design for the ‘Stop & Shop’ scheme in Joel Street, it was suggested that the echelon style parking in this section of Joel Street should be retained to ensure the maximum amount of parking could be provided but, at the same time as a parking charge regime was to be introduced, some formal controls would clearly be needed. The scheme was designed in accordance with Department for Transport guidelines which state that “bays should be angled so that drivers are required to reverse into them. This is safer than reversing out, where visibility may be restricted by adjacent parked vehicles.” The Highway Code also states that vehicles should not reverse into a major road.

4. As part of the initial scheme proposals, the layout was reviewed with the local emergency services, who were satisfied that the layout as proposed was compliant with design guidelines and was fit for purpose.

5. Prior to the scheme being implemented, the proposals were subjected to the normal informal and subsequent formal consultations, including the necessary traffic regulation orders. An information letter was delivered to all residents and businesses in Joel Street informing them of the proposals and a detailed design of the proposed layout of the scheme was on display in Northwood Hills Library throughout the formal consultation period. Street notices were displayed and a public notice was placed in the London Gazette and a local newspaper during the consultation.

6. There were no objections to the proposed layout of the scheme throughout these consultations. A small number of residents wrote to the Council after the scheme was implemented to ask if the scheme had been implemented wrongly, but officers responded to each of them and explained the basis of the design and in particular its compliance with national design standards.

7. It is clear that there nevertheless remain concerns or misunderstandings which have been raised by the petitioners and it is therefore recommended that the Cabinet Member meets them and discusses these concerns. Subject to these discussions, it is also recommended that the Cabinet Member asks officers to seek the formal views of the Metropolitan Police and Fire Brigade on the petitioners' concerns and the operation of the scheme, and to report back findings to Ward Councillors and the Cabinet Member.

### **Financial Implications**

There are none associated with recommendations in this report.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petitioners request and possible options to address their concerns.

### **Consultation Carried Out or Required**

Statutory consultation was carried out for the existing 'Stop & Shop' parking scheme between 28 October 2009 and 18 November 2009 by the insertion of public notices in the local newspaper and displayed on site.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

None at this stage.

### **Legal**

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of

a decision in advance of any wider consultation. In considering the consultation responses and the views of petitioners, decision makers must ensure there is a full consideration of all representations arising. The decision maker must be satisfied that the petitioners' views and the consultees' views are conscientiously taken into account. Section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the petitioners with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

Should there be a decision that further measures are to be considered at a later date, then the relevant statutory provisions will have to be identified and considered.

### **Corporate Landlord**

The Corporate Landlord has no comments.

### **BACKGROUND PAPERS**

Petition dated 13 June 2011.