

WINDSOR CLOSE, NORTHWOOD HILLS - PETITION REQUESTING A PARKING MANAGEMENT SCHEME

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents' Services Directorate
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition asking for a Parking Management Scheme in Windsor Close, Northwood Hills.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood Hills

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns with parking in Windsor Close, Northwood Hills.**
- 2. Subject to the outcome of the above, asks officers to include Windsor Close in the future parking stress survey that is being commissioned for the area.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition of 28 signatures has been submitted to the Council from residents who live in Windsor Close asking for a Parking Management Scheme. In an accompanying statement the lead petitioner suggests the problems are as follows:

"No parking places for residents, High Street merchants and customers are parking their cars in the street

Street has become super congested with parked cars on both sides

The turning area at the west end of the road is too often congested with cars blocking others in and without any identification of where the driver can be found. Also, cars parked without leaving room for pedestrians to pass forcing them into the road - not acceptable at all for children and elderly people".

2. Windsor Close is predominantly a residential cul-de-sac that is in the heart of Northwood Hills town centre. The road comprises of 40 maisonettes and provides access to a development of 64 residential units, the service road behind shops on Joel Street and Fairfield Church. The majority of the properties do not benefit from off-street parking. Due to the close proximity to Northwood Hills Underground Station and the local amenities, Windsor Close is a convenient place to park. The location of Windsor Close is indicated on the plan attached as Appendix A.

3. The petition has been signed by 22 of the 40 maisonettes in Windsor Close which represents 55% of the total households in this road.

4. The Cabinet Member will be aware that in September 1999, following a petition submitted by residents, the Council agreed to allow footway parking in Windsor Close. Due to the narrow nature of the carriageway and footways the road did not meet the Council's usual criteria for the introduction of an exemption for parking on the footway. However, following various site visits and meetings with residents an exception was made in the case of Windsor Close. However, from comments made by the lead petitioner it would appear that this arrangement is now causing some difficulties for residents.

5. The Cabinet Member will recall hearing two similar petitions submitted by residents of Oakdale Avenue and Briarwood Drive also asking for measures to address commuter parking which are roads almost directly opposite Windsor Close on the east side of Joel Street. From these various petitions it appears that there is local support for managed parking.

6. In light of the recent petitions submitted from the area it is recommended that the Cabinet Member discusses with petitioners their concerns and if considered appropriate, asks officers to add Windsor Close to the parking stress survey that will be commissioned.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the parking programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and confirms that there are no direct financial implications associated with the recommendations set out above.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. 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 any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

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

Corporate Property and Construction

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

6. BACKGROUND PAPERS

Petition received 25th September 2014.