

THIRLMERE GARDENS AREA PARKING MANAGEMENT SCHEME – PETITION REQUESTING CHANGES TO RESIDENTS PARKING SCHEME

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Gordon Hill, Residents Services Directorate
Papers with report	Appendix A - Consultation Area Appendix B - Detailed plan showing the area of the parking places Appendix C - Image showing available carriageway when vehicle parked end-on to the kerb

1. HEADLINE INFORMATION

Summary	To advise the Cabinet Member that a petition has been received from residents living in Thirlmere Gardens requesting that the layout of the Parking Management Scheme in the northern section of Thirlmere Gardens is amended to echelon parking.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for residents' parking schemes.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Northwood

2. RECOMMENDATION

That the Cabinet Member:

1. **Meets and discusses with petitioners their concerns with the proposed layout of the Parking Management Scheme in Thirlmere Gardens.**
2. **Considers asking officers to implement the proposed scheme in its current form at the earliest opportunity and to keep it under review.**

Reasons for recommendation

Discussions with the petitioners will allow the Cabinet Member to fully understand their concerns.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition, signed by 60 residents of Thirlmere Gardens, Northwood has been submitted to the Council under the following heading

" We, the undersigned, insist our voice be heard regarding the ludicrous proposal to remove end on parking in favour of parallel parking at the top of Thirlmere Gardens. This will severely reduce parking availability, thereby causing a ripple affect for the parking in the whole of Thirlmere Gardens. Parking is at desperate levels and we feel that as since end on parking has been in operation since the estate was built then there is no logical reason why it cannot continue. We all pay enough in taxes for our Council to take to heart our views in a situation which causes frustration on a daily basis.

We demand that these spaces remain as they are."

2. In a covering letter attached to the petition the lead petitioner helpfully sets out the difficulties that the residents are encountering with non-residential parking, which they associate with Mount Vernon Hospital. They go on to say that through "absolute frustration of the parking problems in my road I have found it necessary to take up a petition which I have enclosed." Additionally the covering letter suggests that the Council intends to take away 3-4 car parking spaces.

3. The Cabinet Member will recall hearing a petition from residents at the south eastern end of Thirlmere Gardens requesting a Residents' Parking Scheme, to remove all day non-residential commuter parking which they associated with staff and visitors to nearby Mount Vernon Hospital. Following discussions with Ward Councillors an informal consultation took place in the whole of Thirlmere Gardens and Tanworth Close to determine if there would be support for wider parking controls. The responses received to the informal consultation indicated support for a Parking Management Scheme. Responses received from Tanworth Close, however, were balanced, with two supporting a Parking Management Scheme, one a waiting restriction and one indicating no change. The results were reported to the Cabinet Member and Ward Councillors who subsequently approved detailed design and formal consultation for the area indicated as Appendix A of this report.

4. Following the above, a detailed design was produced and a statutory consultation was conducted over a three week period, during which an information letter and plan was delivered to all households within the area. The majority of the responses received from Thirlmere Gardens indicated support for the scheme. However, six residents who responded from the northern end of Thirlmere Gardens expressed their concerns that the proposed parking layout at the northern end of Thirlmere Gardens will switch to parallel as opposed to the current adopted informal practice of parking perpendicular to the kerb.

5. This proposed change was due to the lack of space to allow the road to be marked up with legally enforceable parking places with the minimum length of 4.5 metres required in national signs and road markings legislation but still allowing unimpeded access and egress from the private off-road parking spaces opposite. Currently residents often park their vehicles overhanging the footway with their tyres touching the kerb. This is clearly not a practice the Council can condone as this reduces the width of the footway and could cause an obstruction to pedestrians trying to use the footway. Photographs attached as Appendix C illustrate the point. Therefore it could unfortunately not be recommended to formalise echelon parking at this location.

6. In August 2014 the Cabinet Member responsible for Planning, Transportation and Recycling made the decision to implement the scheme as initially proposed.

7. This matter and possible solutions were explored in depth during the design stage of the Thirlmere Gardens Parking Management Scheme and unfortunately the proposed layout in this part of the road has been found to be the only viable option that the Council can support. The outcome of this change to the current parking practice will mean the loss of 2-3 car parking places but is off-set by the fact that only residents with a permit can park in the road and not be forced to compete with non-residential parking.

8. It is therefore recommended that the current scheme is fully implemented at the earliest opportunity but its effectiveness is kept under review. If, as anticipated, the overall parking problems in Thirlmere Gardens significantly reduce as a result of this scheme it is likely that there will be more capacity for residents to park, which will compensate for the slight loss of parking spaces. Should there continue to be problems with the parking then the Cabinet Member may be minded to consider further options at some future stage.

Financial Implications

There are no financial implications associated with the recommendations of this report.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow proposed Thirlmere Gardens Parking Management Scheme to go ahead as requested.

Consultation Carried Out or Required

None at this stage

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance has reviewed the report and the financial implications above, concurring that there are no additional costs to the Council associated with the recommendations to the report.

Legal

The Council's power to make an order creating a Parking Management Scheme in Thirlmere Gardens is set out in Part IV of the Road Traffic Regulation Act 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

In exercising any of the powers under the Road Traffic Regulation Act 1984, the Council have to consider their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic. This statutory duty must be balanced with the concerns raised by the objections that have been received from local residents. In considering the responses received during consultation, the Council must ensure that there is a full consideration of all representations arising including those which have not arisen and do not accord with the Officers recommendation and that the scheme be kept under review. The Council must be satisfied that the objections from the public were taken into account.

If specific advice is required in relation to the works, Legal Services should be consulted.

Corporate Property and Construction

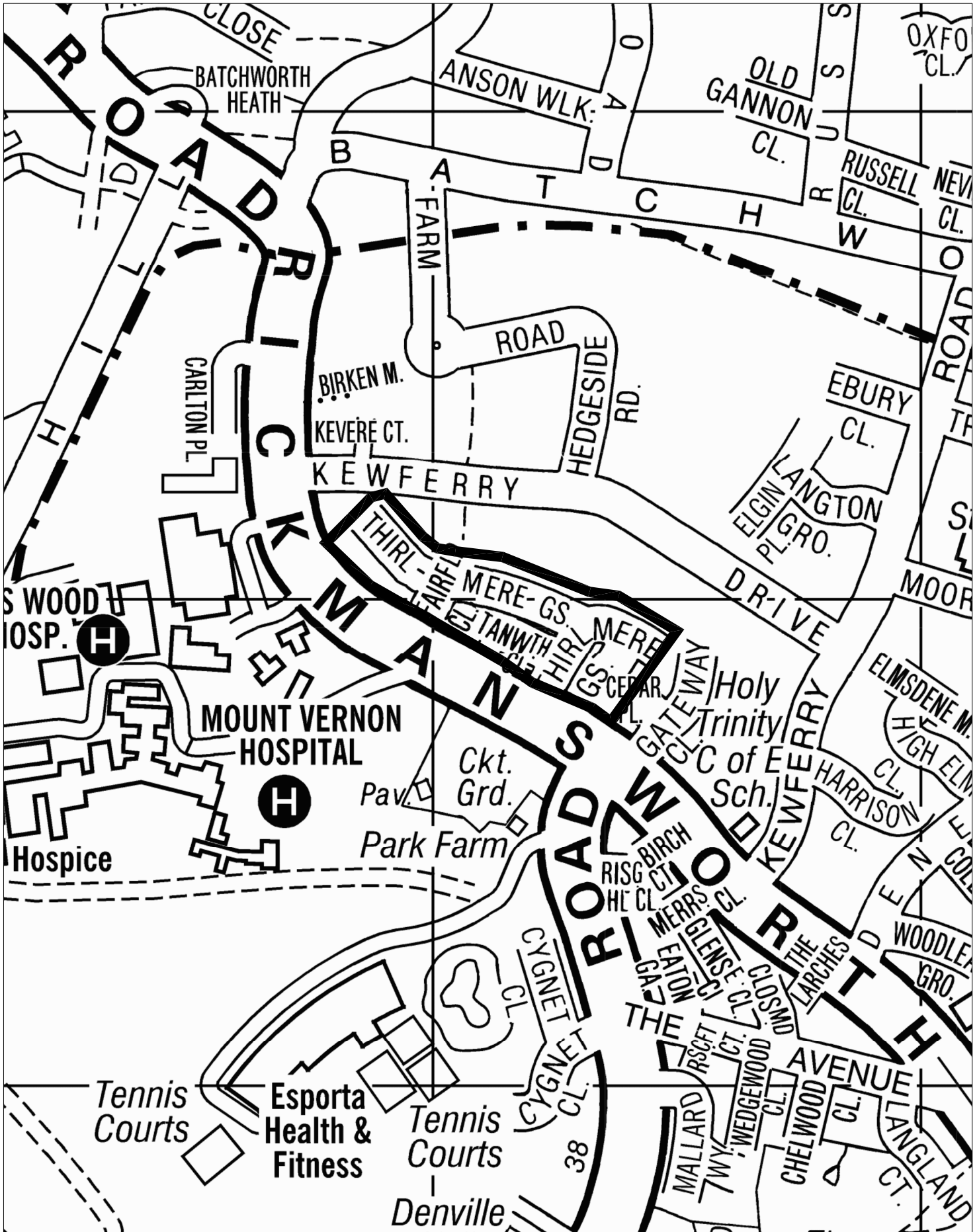
There are no property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

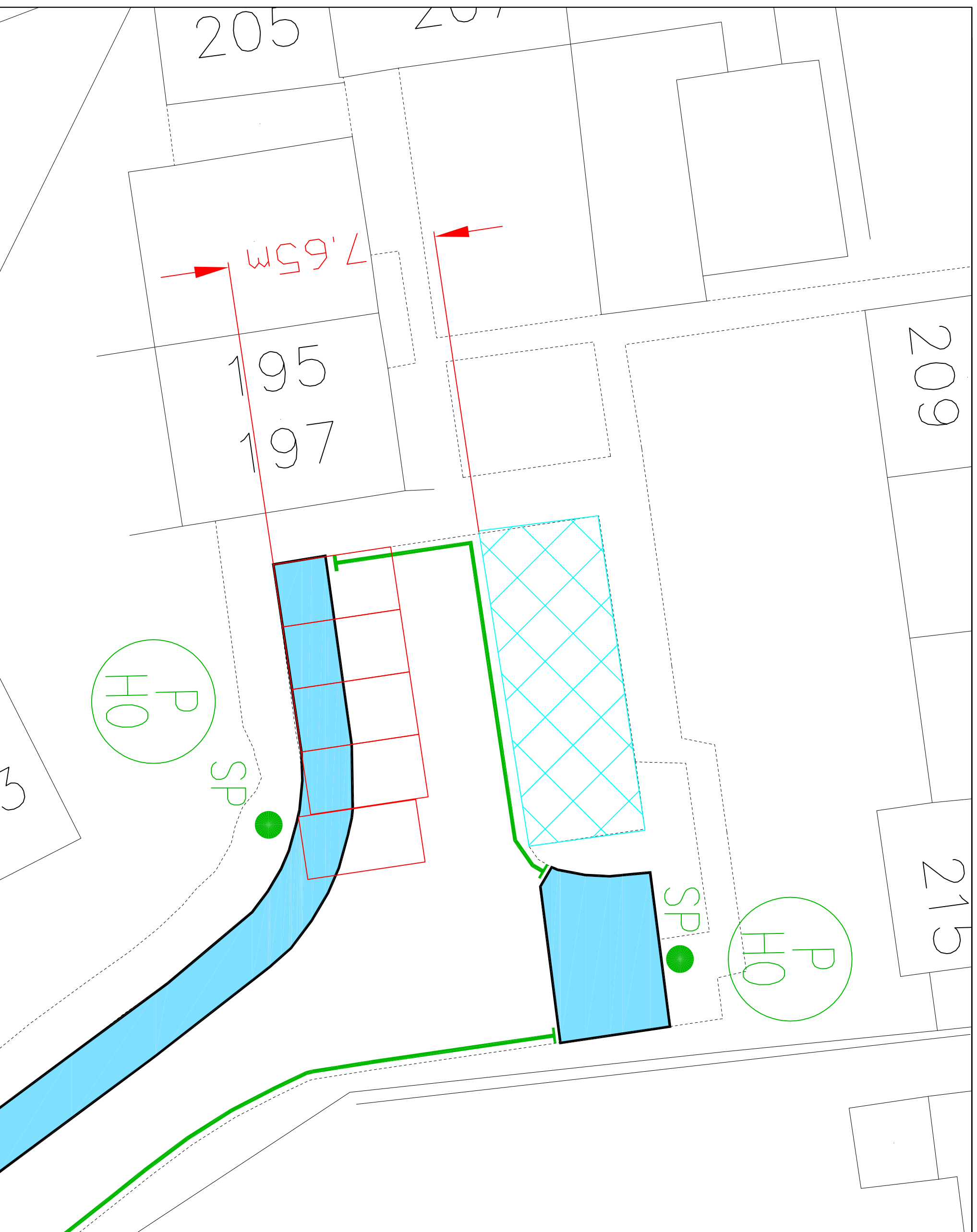
6. BACKGROUND PAPERS

Nil.



Thirlmere Gardens - Area consulted as part of the formal consultation.

Appendix B



KEY	
	EXISTING YELLOW LINE
	NEW DOUBLE YELLOW LINE & TERMINAL
	NEW SINGLE YELLOW LINE & TERMINAL
	SMT
	CROSSOVER
	PERMIT HOLDER ONLY BAY/PLACE
	PRIVATE AREA
	DISABLED BAY
	PARKING PROPOSED BY RESIDENTS

PARKING BAYS ARE 2m WIDE UNLESS NOTED

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Proposed Parking Places in Thirlmere Gardens

Description	
Scale	Drawn (Initials/Date)
	GH/Jan'15
Project No.	Checked (Initials/Date)
	Drawing No.
	Rev.

Appendix C

