

# NORTHFIELD PARADE, HAYES – PETITION REQUESTING A ‘ONE-WAY’ SYSTEM

<b>Cabinet Member &amp; Portfolio</b>	Cllr Steve Tuckwell, Cabinet Member for Planning, Housing & Economic Growth
<b>Responsible Officer</b>	Dan Kennedy – Corporate Director of Residents Services
<b>Report Author &amp; Directorate</b>	Steven Austin – Residents Services
<b>Papers with report</b>	Appendix A – Location plan

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received requesting a one-way system for Northfield Parade, Hayes.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council’s annual programme for road safety measures.</p>
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee.
<b>Ward(s)</b>	Pinkwell

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Meets with petitioners and listens to their request for a one-way system for Northfield Parade, Hayes; and
- 2) Also, subject to the outcome of discussions with petitioners and Ward Councillors, decides if officers should add this request to the Council’s extensive programme for further investigation and possible future consultation.

### Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners regarding their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. A petition with 87 signatures has been submitted to the Council under the following heading:

*“This petition is to make Northfield Parade Road (outside the shops on the corner of Station Road which connects North Hyde Road with Station Road a one-way road).*

*We petition to allow traffic to enter from North Hyde Road and exit onto Station Road as it the nearest entry point and aligned with the natural flow of traffic (see diagram and arrow portray the direction we request this one-way traffic to enter).*

*Currently this road is a two-way road and because it acts as a shortcut and a space for parking for the shops a lot of congestion (incidents and traffic is caused when cars enter from both ways. We believe the one-way traffic rule in this manner stated above will be the most sensible way to resolve this matter of safety and concerns for residents and shopkeepers alike.”*

2. Northfield Parade is a busy and vibrant local shopping parade offering a variety of food outlets, a pharmacy, barbers, convenience stores to name but a few. Around 10 years ago, the parade was subject to some improvements which included better crossing facilities, improved paving, the introduction of traffic calming features as well as a ‘Stop and Shop’ parking scheme operational Monday to Saturday 8am to 6:30pm with a maximum stay of 2 hours.
3. Officers have interrogated the most recently available official police recorded collision data for the last three years and there have been no recorded incidents on Northfield Parade. However, this data may not include any recent collisions or crashes that the emergency services did not attend and so do not form part of the Police database records.
4. Petitioners have suggested implementing a one-way system and, whilst the introduction of one-way working is feasible and can prove to be a useful traffic management tool in certain circumstances, there are nevertheless important factors which also need to be borne in mind.
5. When implementing a one-way working within a service road that runs behind a busy signalised junction, the Council needs to consider the potential implications of vehicles using the service road to bypass the signals. Whilst the introduction of a one-way working would undoubtedly remove the attractiveness of the route through Northfield Parade for some drivers, especially those travelling towards The Parkway, there is little doubt that the parade

will see a significant increase in rat-running between North Hyde Road and Station Road to avoid the signalised junction, safe in the knowledge they will not meet any oncoming vehicles.

6. The second factor which should be borne in mind is that a possible unintended side effect of the introduction of a one-way working is usually the increase in average traffic speeds. With one-way working, drivers will often inevitably travel more quickly, in the certain knowledge that they will not meet oncoming traffic. Increased vehicles speeds could also prove to be a safety hazard for pedestrians crossing the service road at the dedicated crossing point leading to the signals.
7. Another effect of a one-way working is the possible impact on traffic congestion at the junction. Currently anyone wishing to use the shops can currently enter or exit the parade onto either North Hyde Road or Station Road. If the entrance on North Hyde Road becomes the only entrance, then potential shoppers travelling from Station Road will have to negotiate the traffic signals, exit back onto Station Road, and then negotiate the traffic signals again, to head east on North Hyde Road. This could potentially act as a deterrent for some customers to use the shops.
8. There could also be potential conflict for vehicles trying to access the service whilst traveling eastbound on North Hyde Road. To complete this manoeuvre, vehicles will be required to turn right into the parade, negotiating two lanes of possible queuing traffic at a point when the two eastbound lanes merge. This could lead to possible delays for vehicles exiting the junction and could have a detrimental effect on the capacity of the junction. The same could be argued for vehicles exiting the parade onto Station Road. Any vehicles that turn right out of the parade onto Station Road will need to try to join the two lanes of northbound traffic. If vehicles pull out without clear exit, then again, this could lead to increased congestion at the junction.
9. The above points are set out in order to ensure that some possible consequences of the introduction of a one-way working are understood from the outset of any investigations and deliberations with petitioners.
10. Given the above, it is recommended that the Cabinet Member meets with residents and shopkeepers and, subject to their testimony and the input from Ward Councillors, asks officers to consider all the points made in their investigation into the petitioners' request and to report back to him. In addition, and as part of these investigations, it is suggested that officers seek valuable input from partners in the emergency services, TfL and the bus operating companies who could be affected by any possible changes.
11. If a one-way working is deemed viable, then the Cabinet Member may be minded to instruct officers to consult with residents and shopkeepers to determine whether this will be supported given some of the possible challenges that have been identified.

## **Financial Implications**

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

## RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the petitioners' request.

**Consultation & Engagement carried out (or required)**

None at this stage.

## 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 specific legal implications to following the recommendations within this report in relation to the petition received for a one-way system for Northfield Parade, Hayes. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within Hillingdon, which may include introducing the proposed one-way system after following due consultation and order-making processes.

A meeting with the petitioners is in line with the Council's constitution and 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. Public law principles provide that there must be no predetermination of a decision in advance of completion of any wider planned consultation. Therefore, decision makers must ensure there is a full consideration of all representations arising, including those which do not accord with their own.

Should there be a decision that the one-way system proposal is to be considered further, then the relevant statutory provisions and processes for this will have to be considered and followed. To this end, more specific legal comments will be provided in subsequent reports as the proposal progresses.

**Comments from other relevant service areas**

None at this stage.

## BACKGROUND PAPERS

Individual consultation responses

## TITLE OF ANY APPENDICES

## Appendix A – Location plan