



Democratic Services

Location: Phase II
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**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
AND TRANSPORT**

c.c. All Members of the Property, Highways and
Transport Services Select Committee
c.c. Kevin Urquhart – Place Directorate
c.c. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Northwood Hills

Date: 11 December 2023

Non-Key Decision request

Form D

OBJECTION TO THE PROPOSED REMOVAL OF PART OF THE ZONE NWH PERMIT HOLDER PARKING PLACE OUTSIDE NO. 1 HARLYN DRIVE, PINNER TO ACCOMMODATE A NEW VEHICLE CROSSOVER

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 Tuesday 19 December 2023** 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.

Rebecca Reid
Democratic Services Apprentice

**Title of Report: OBJECTION TO THE PROPOSED REMOVAL OF PART OF THE ZONE
NWH PERMIT HOLDER PARKING PLACE OUTSIDE NO. 1 HARLYN DRIVE, PINNER
TO ACCOMMODATE A NEW VEHICLE CROSSOVER**

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

Objection to the proposed removal of part of the Zone NWH permit holder parking place outside No. 1 Harlyn Drive, Pinner to accommodate a new vehicle crossover

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Kevin Urquhart – Place Directorate
Papers with report	Appendix A – Proposed plan for the removal of part of the Zone NWH parking place outside No. 1 Harlyn Drive, Northwood Hills, to accommodate a new vehicle crossover.

HEADLINES

Summary	To inform the Cabinet Member that an objection has been received to proposed amendments outside No. 1 Harlyn Drive, Pinner to accommodate a new vehicle crossing.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<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>
Financial Cost	The estimated cost of the recommendations set out in this report is £1,000, to be managed within existing Highways revenue budgets
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward(s)	Northwood Hills Ward.

RECOMMENDATIONS

That the Cabinet Member:

- 1) Notes the objection received during the statutory consultation for the proposed removal of a section of the permit holder parking place outside No. 1 Harlyn Drive, Pinner.
- 2) Following advice from the Council's Highways Team, approves that the section of the parking place outside No. 1 Harlyn Drive, Pinner be removed and replaced with

a section of 'Monday to Friday 1pm to 2pm' waiting restrictions as proposed and indicated on Appendix A.

Reasons for recommendation

To allow clear vehicular access to planned individual vehicle crossing being constructed outside No. 1 Harlyn Drive, Pinner.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Council's Highways Team received a request for an additional vehicle crossing to be constructed outside No. 1 Harlyn Drive, Pinner. Prior to work commencing on the construction of this new vehicle crossing, a section of Zone NWH permit holder parking place will need to be removed from directly outside where the new vehicle crossing is planned in order to ensure unimpeded access and egress to the off-street parking facility that is being created at this property.
2. Following the above, statutory consultation was carried out on these amendments to facilitate the installation of this and other new vehicle crossings within Parking Management Schemes. During this period street notices were erected, and public notices were placed in the London Gazette and a local newspaper.
3. It was proposed that a section of the parking place be removed and replaced with a 'Monday to Friday 1pm to 2pm' waiting restriction in order to prevent other drivers from causing an obstruction once the dropped kerb had been constructed. Attached as Appendix A to this report is a plan of the proposals.
4. During the consultation period the Council received two objections from residents who live within the same road where the amendments have been proposed and one response in support of the changes. The main concern of the residents who are opposed is in relation to the loss of on-street parking as a result of the proposed changes to the parking places. One response was also received in support the changes.

Objection 1

"I refer to the application to remove part of the Zone NWH parking place outside No.1 Harlyn Drive.

I note that the proposal appears to facilitate a new single yellow line to enable the residents to have a second 'drop down' kerb.

Whilst appreciating the need for such as there are now multiple residents at what was previously a sole dwelling, I fail to understand the need to have another 'drop down' of what might be up to 8m in width! The majority of residents in this road have a 'drop down' half of that size, added to which the above named property already has one such kerb.

Furthermore, the reduction in size of the existing parking zone will mean that longer vehicles will inconvenience other residents in the road as they will no longer be able to park in the aforementioned zone should it's length be reduced by 8m as indicated.

I repeat, I have no real objection to the need for a second drop down kerb to this property; my objection is solely to the size of the proposed reduction in the length of the existing bay."

Objection 2

"I'm a resident of Harlyn Drive and I would like to object to the parking bay being reduced.

I'm fine with 1 Harlyn Drive having a drop Kerb being put in place but I don't see the purpose of the parking bays on the road being reduced by 8.5m.

We already have serious problems with trying to find parking as it is already, and this will make matters even worst.

Every other house that has a drop kerb has not reduced the parking bays outside their houses, so I don't see the purpose of 1 Harlyn drive doing so."

5. The plan attached as Appendix A to this report shows the proposed amendments outside No. 1 Harlyn Drive. The measurement indicated of 8 metres refers to the start reference point of where the revised extent of the parking place begins, it is not representative of the total loss of parking. The main concern of residents opposing these amendments relates to the total loss of parking that would result from these changes. The Council's Highways policy for new crossover applications states that crossovers will not be permitted where they would result in the loss of more than one space in residents' parking place in a Parking Management Scheme. To help minimise the overall loss of parking, the length of parking place that needs to be removed has been kept as small as possible by maintaining 5.8 metres of existing parking space between the existing and planned dropped kerbs.
6. The Cabinet Member will be aware that the public has a legal right to gain access to their property from the highway. When determining an application for a new vehicle crossing, Section 184 of the Highways Act gives guidance to Highway Authorities in so much as they are only able to ensure that, so far as is practicable, there is safe access to and egress from the premises and there is a need to facilitate so far as practicable the passage of vehicular traffic in highways. The Highways Authority should also take into consideration

any physical obstruction preventing the installation. In this case the Council's Highways officers have assessed the points above and have identified no legal basis to reject the application and therefore propose to proceed with the installation of an additional new vehicle crossing.

7. Officers have also been unable to identify another location nearby that is within the vicinity of the Harlyn Drive where it would be possible to consider the installation of an additional permit holder parking place to offset the loss of parking as a result of these changes.
8. The removal of a section of parking place outside Nos. 1 Harlyn Drive will result in the loss of one permit holder parking place. Highways colleagues have advised that the new driveway that has been constructed could potentially accommodate more than one vehicle which should off-set the loss of on-street parking. It is, therefore, recommended to proceed with the changes to the parking outside No. 1 Harlyn Drive as proposed and indicated on Appendix A.

Financial Implications

The estimated cost to implement the proposed changes is £1,000, which can be contained within existing Highways revenue budgets.

RESIDENT BENEFIT & CONSULTATION

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

The recommendation will provide clear access to a new vehicle crossing being constructed outside No. 1 Harlyn Drive, Pinner. Although this will result in the loss of some on-street parking, the off-street parking area being created could potentially accommodate more than one vehicle.

Consultation carried out or required

Statutory consultation was carried out between 27th September and 18th October 2023 by the insertion of public notices in the local newspaper and displayed on site. No further consultation is required.

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 Council's power to make orders relating to parking places is set out in Part IV of the Road Traffic Regulation Act 1984.

If the recommendation is implemented, this report indicates that a permit parking place will be removed, and additional waiting restrictions will be imposed on the road. The Council's power to make orders imposing waiting restrictions is set out in Part 1 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

Section 122 of the Road Traffic Regulation Act 1984 requires the Council to balance the concerns of the objector with the statutory duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic.

Availability of off-street parking and safe access to the driveway identified in this report are relevant considerations in deciding whether to make this form of order. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings. There are no special circumstances drawn to our attention that would prevent removal of the permit parking place and introduction of waiting restrictions provided that the appropriate statutory procedures are followed.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

NIL.

TITLE OF ANY APPENDICES

Appendix A – Proposed plan for the removal of part of the Zone NWH parking place outside No. 1 Harlyn Drive, Northwood Hills, to accommodate a new vehicle crossover.

Proposed removal of part of the Zone NWH parking place outside No. 1 Harlyn Drive, Northwood Hills

