



## Democratic Services

**Location:** Phase II  
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**CMD No:** 1105

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

c.c. All Members of the Property, Highways and  
Transport Select Committee  
c.c. Gordon Hill – Place Directorate  
c.c. Ward Councillors for Northwood

**Date:** 18 April 2024

## Non-Key Decision request

## Form D

### NEW WAITING RESTRICTIONS IN ASHBOURNE SQUARE, NORTHWOOD - REPORT ON FORMAL CONSULTATION

Dear Cabinet Members,

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 Friday 26 April 2024** 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.

Ryan Dell  
Democratic Services Officer

**Title of Report: New Waiting Restrictions in Ashbourne Square, Northwood – Report on Formal Consultation**

**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*

# NEW WAITING RESTRICTIONS IN ASHBOURNE SQUARE, NORTHWOOD - REPORT ON FORMAL CONSULTATION

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Gordon Hill – Place Directorate
<b>Papers with report</b>	Appendix A – Location Plan Appendix B – Detailed Plan of Proposals Appendix C – Responses to Formal Consultation

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member of the results of the formal consultation undertaken in Ashbourne Square on new waiting restrictions.
<b>Putting our Residents First</b>	This report supports the Council objective of Our People. Results of the consultation will be considered in relation to the Council's strategy for parking in residential areas.
<b>Financial Cost</b>	The estimated cost associated with the recommendations set out in this report is £2,500.
<b>Relevant Select Overview Committee</b>	Property, Highways and Transport Select Committee.
<b>Relevant Ward</b>	Northwood

## RECOMMENDATIONS

That the Cabinet Member:

1. **Notes the responses to the formal consultation on waiting restrictions in the Ashbourne Square, Northwood; and**
2. **Based on the responses received it is recommended that the proposals are implemented as proposed.**

### Reasons for recommendation

These recommendations reflect the views of local ward councillors following officer investigations and will improve traffic flow and stop obstructive parking in Northwood Square.

## Alternative options considered/ risk management.

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

- 1.The Council received a petition signed by the majority of residents of Ashbourne Square, Northwood requesting that the Council: *“paint double yellow lines on the whole of the access road from Rofant Road to the edge of the driveways of Number 1 and Number 12 Ashbourne Square in Northwood.”*
- 2.Due to the fact that the majority of households appeared to support the petition and it was officers’ opinion that the request was not unreasonable, the proposal was shared with the local ward councillors and the Cabinet Member who approved the proposals to be taken to formal consultation.
- 3.During the investigations into the proposals officers established that a parking area on the western side of the road for three vehicles is part of the adopted public highway. This area had been blocked off by collapsible bollards, effectively ‘reserving’ a part of the public highway, contrary to regulations.
- 4.Officers checked the original adoption plans for the road and confirmed the status of this area. This information was shared with local ward councillors and the Cabinet Member who instructed officers to include this area within the parking scheme and advertise it as a new permit parking place.
- 5.A copy of the proposals is attached to this report as Appendix B.
- 6.A 21-day formal consultation was subsequently undertaken where street notices were placed in the vicinity of the proposed changes and public notices were placed in the London Gazette and a local newspaper.
- 7.During the formal consultation five responses were received, four in support of the proposals and one against. A summary of these responses is attached to this report as Appendix C.
- 8.The objection was relating to the question as to whether the proposed double yellow lines would actually solve the issues being experienced at the start of Ashbourne Square and whether drivers would even obey the new restrictions. If these new restrictions are implemented then the Council’s Parking Enforcement will enforce the area and vehicles not in compliance can be reported directly the Council’s parking contractor to take action.
- 9.Responders also raised concerns regarding the return of the bays on the western side of Ashbourne Square to general use and the implementation of a resident parking place there. This area was adopted by the Council at the same time as the rest of the road and as noted above, the bollards have been installed without any authority. Legislation does

not allow areas of the public highway, such as this, to be restricted in this way, therefore the bollards are to be removed and the area will become a resident parking place.

10. All the responses to this consultation were shared with local ward members who felt that the lines were required and that the parking area should be made a permit parking place.

11. Based on the responses received, and the views of local ward councillors, it is recommended that the changes be implemented as proposed.

### **Financial Implications**

Costs associated with the recommendations to this report are estimated at £2,500 and will be managed within existing Transportation Service revenue budgets.

## **RESIDENT BENEFIT & CONSULTATION**

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

Residents' opinions have been taken into consideration, and vehicles will have better access to the road.

### **Consultation carried out or required.**

Residents were formally consulted on waiting restrictions and a new parking place in Ashbourne Square.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the report and concurs with the financial implications set out above.

### **Legal**

The Council's power to make orders introducing parking restrictions such as that proposed in this report for 'at any time' waiting restrictions in Ashbourne Square is set out in Part I of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this matter are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If the decision is taken to make the proposed order, Part V of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage requirements, which must be observed.

In considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic.

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.

### **Infrastructure/ Asset Management**

None at this stage.

### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

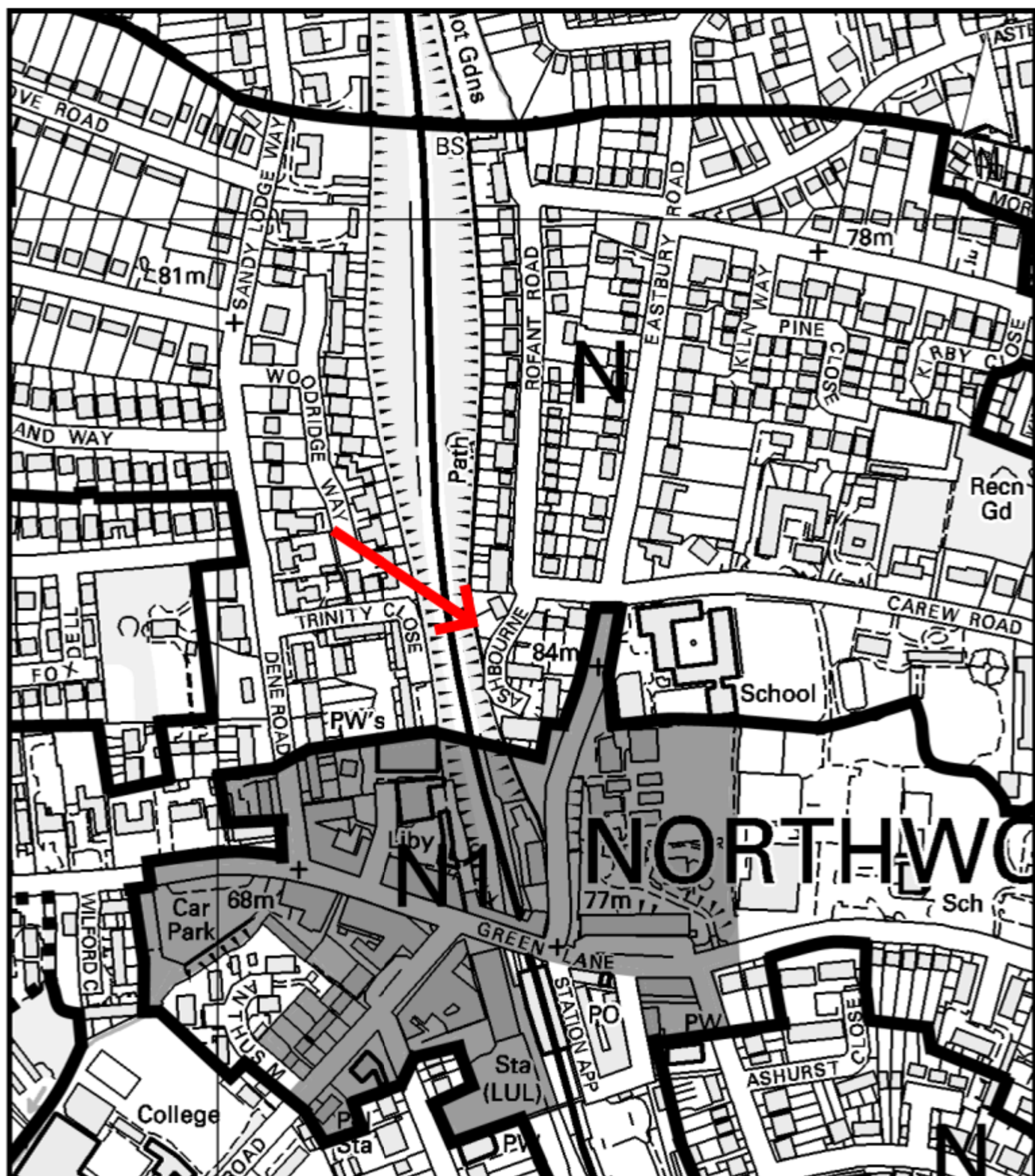
NIL.

## **TITLE OF ANY APPENDICES**

Appendix A – Location Plan

Appendix B – Detailed Plan of Proposals

Appendix C – Responses to Formal Consultation

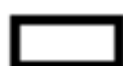


Ashbourne Square, Northwood  
Location plan

Appendix A

April 2024

Scale 1:4,000



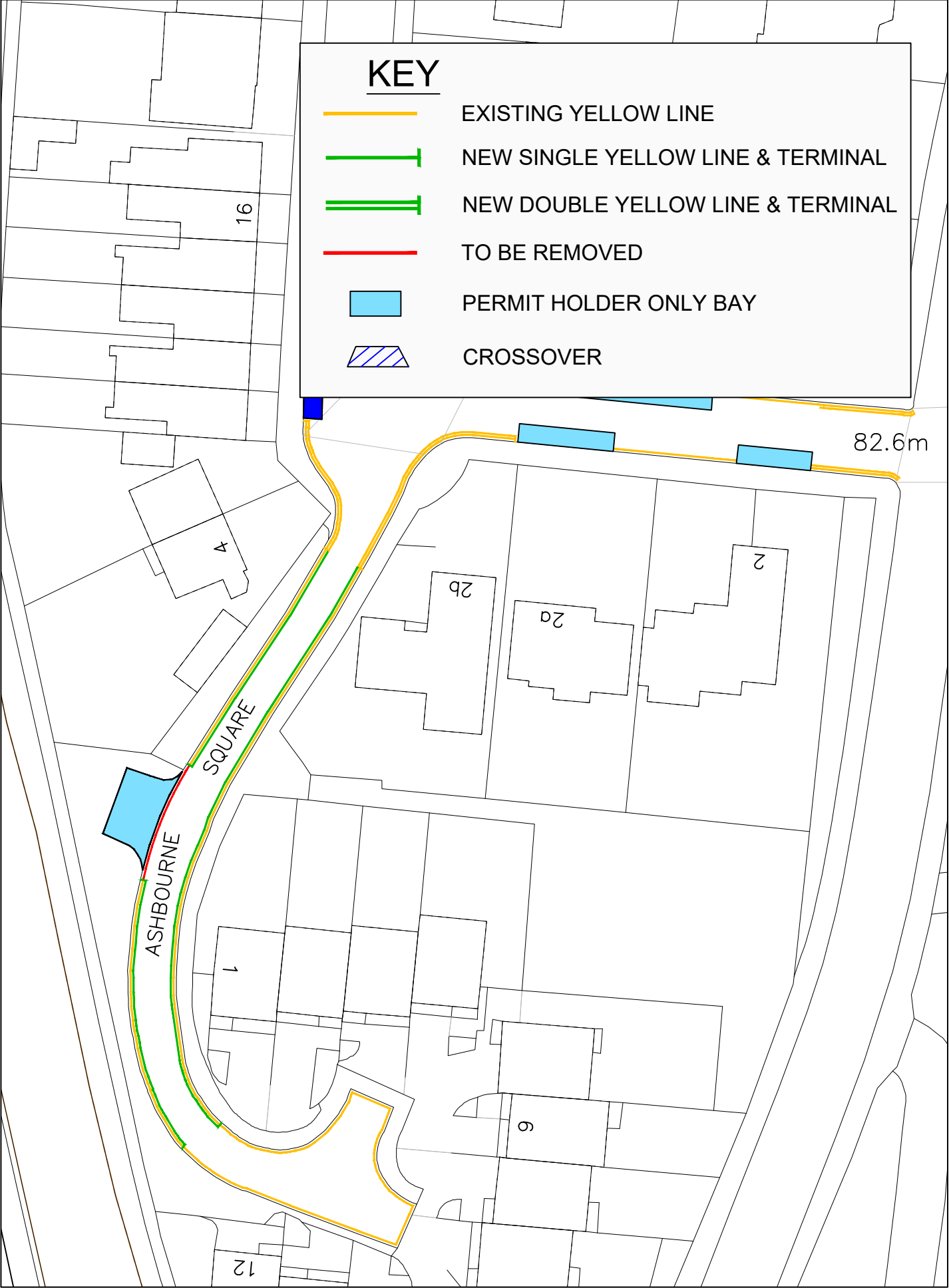
Boundary of the Northwood Parking Management Scheme



Extent of the Town Centre Parking Scheme

# Northwood PMS

## Ashbourne Square



Comment
<p>Object.</p> <p>I note that you plan to remove the bollards on the eastern side of the road. These bollards were installed following advice from the police in 2013 to act as a deterrent to suspicious activity taking place in the area, and the incidents do seem to have reduced.</p> <p>My view is that the removal of the bollards and installation of a residents parking place will mean the deterrent would be lost.</p> <p>The existing yellow line stops people parking to use the station, but we do get people parking to pick up children from the local school, I imagine that this would continue even if double yellow lines are installed, and therefore see little to be gained by installing them.</p>
<p>Support.</p> <p>We were unaware that the parking area was not private, we are in favour of the additional parking spaces.</p>
<p>Support.</p> <p>I signed the petition for the double yellow lines. They are needed as vehicles, including refuse collections, often have issues accessing the road, and due to the layout of the road larger vehicles often have to reverse as there is little room to turn around at the far end.</p> <p>The three parking spaces were included by the architects to be used as visitor bays and bollards were added due to them being used for anti-social and criminal activities as they are secluded. The bollards have not been used regularly as soem have been damaged.</p> <p>I don't object to the restrictions in the bay but could it be split into a seperate scheme area as it is so far crom the entrance on Rofant Road.</p>
<p>Support.</p> <p>The primary nuisance is the use of the dedicated approach road for parking, either by residents/visitors from Rofant Road, or parents collecting school children. Which will get worse due to new multiple occupancy conversions taking place.</p> <p>Residents have believed that the parking places were not owned by the council, but the property deeds show that the roadway and the bays were adopted when the estate was completed. Until now parking by non-residents has been discouraged by a locally installed 'residents parking' sign.</p> <p>The problem with the proposed changes is that the bays, that were intended to mitigate the lack of parking in Ashbourne Square, may be instead used to provide general parking for Rofant Road, and the nuisance parking issues may return again. There are also concerns that the criminal activity may take place in these bay.</p> <p>Despite misgivings about altering the current situation, the proposal seeks to regularise arrangeemnts in accordance with legislation, I therefore support it.</p>
<p>Support.</p> <p>I think it is important that the car parking spaces in Ashbourne Square are returned to the Council for all residents to use, especially with the increase in HMOs in the local area.</p>