



## Democratic Services

**Location:** Phase II  
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**CMD No:** 388

**To:** **COUNCILLOR JOHN RILEY**  
**CABINET MEMBER FOR PUBLIC SAFETY AND**  
**TRANSPORT**

c.c. All Members of the Public Safety and Transport  
Select Committee  
c.c. Perry Scott – Corporate Director of Place  
c.c. Gordon Hill – Place Directorate  
c.c. Ward Councillors for Pinkwell  
c.c. Conservative and Labour Group Offices  
(inspection copy)

**Date:** 10 February 2022

## Non-Key Decision request

## Form D

### EXTENSION TO HAYES RESIDENTS PARKING SCHEME IN NORTHFIELD PARK, HAYES - REPORT ON INFORMAL CONSULTATION

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 Friday 18 February 2022** 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.

Steve Clarke  
Democratic Services Officer

**Title of Report:** Extension to Hayes Residents Parking Scheme in Northfield Park, Hayes –  
Report on Informal 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 Public Safety & Transport*

# EXTENSION TO HAYES RESIDENTS PARKING SCHEME IN NORTHFIELD PARK, HAYES - REPORT ON INFORMAL CONSULTATION

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Gordon Hill – Place Directorate
<b>Papers with report</b>	Appendix A - Location Plan Appendix B - Comments Received During Consultation

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member of the results from the informal consultation undertaken in Northfield Park for the possible extension to the existing Hayes Parking Management Scheme.
<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>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee
<b>Relevant Ward(s)</b>	Pinkwell

## RECOMMENDATIONS

**That the Cabinet Member for Public Safety and Transport:**

- 1) Notes the responses from residents to the informal consultation on extending the Hayes Residents' Parking Scheme into Northfield Park; and,**
- 2) Based on these results and discussions with ward councillors, defers the proposed extension to the Hayes Residents Parking Scheme in Northfield Park at the present time.**

### Reasons for recommendations

These recommendations are in line with the views expressed during the informal consultation and are supported by the local ward councillors.

### Alternative options considered

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. A petition, signed by 38 residents of Northfield Park and Northfield Close, Hayes was submitted to the Council. In an accompanying statement the lead petitioner set out residents' concerns and suggestions as follows:

*1. Northfield Park residents would like to have a two-hour parking restrictions between the hours of 10am and 12pm Monday to Friday.*

*2. What dispensation would residents have on Northfield Park without driveways?*

*3. The Council should ticket non-resident parking, and that will prevent any further issues from occurring.*

*4. The reason why we would like a parking restriction between 10am and 12pm, is due to the massive impact of full control parking in surrounding roads such as Fairy Avenue, Nestles Avenue including 157 Old Station Road, commencing with park and ride scheme. Patients who are coming to the surgery must pay and display for parking, which is causing the drivers to seek free parking. And currently, Northfield Park does not have any parking restrictions, due to this it will be generating more parking disruption for the residents in Northfield Park UB3 4NT and UB3 4NU."*

2. Northfield Park is a road of approximately 46 residential properties located to the south of North Hyde Road and is within easy walking distance of Hayes and Harlington Station and Hayes Town Centre. There are an additional 10 properties located in Northfield Close which are accessed via Northfield Park that currently benefits from an existing waiting restriction operating Monday to Friday 10am-noon throughout. As the petitioners have mentioned in their submissions, in recent years a number of the surrounding roads have benefitted from the introduction of Residents' Permit Parking Schemes.

3. The Cabinet Member will recall that in 2018, following a petition from residents requesting measures to address non-residential parking, an informal consultation was undertaken in Northfield Park to gauge support on possible options to manage parking in their road. The result of this informal consultation was that 20 households in Northfield Park were in favour of a Residents' Permit Parking Scheme and five were against. Residents of Northfield Close who responded indicated that they were satisfied with the current parking arrangements. These results were shared with the local ward councillors and the Cabinet Member who, based on these results, instructed officers to develop a detailed design for Northfield Park only.

4. As a result of the above, a detailed design was developed with marked bays and the associated signs. However, due to the significant number of dropped kerbs within Northfield Park this proposal provided a very limited number of parking spaces. As an alternative to the traditional scheme, officers were asked to investigate a 'past this point' type of scheme whereby signs are provided at the start of the road and dispense with signs and bay markings within the road itself. Both options were subject to a second informal consultation with residents.

5. Responses to this second informal consultation indicated that 18 residents preferred the design with signs and bay markings while only four households were in favour of a 'past this point' scheme.
6. The preferred design was then subject to a statutory 21-day formal consultation during which time eight individual letters and one letter signed by 18 residents of Northfield Park were received objecting to the proposals. There were no responses in favour of a scheme. Most of the objections related to the loss of parking, especially the loss of footway parking and parking across residents dropped kerbs, however some residents did also say that yellow lines in the road should be reduced where possible to allow further parking. Based on these results of the consultation, the proposed scheme was then deferred.
7. The petitioners have asked for a 'parking restriction of two hours' but this would mean the loss of footway parking that is currently enjoyed in the road. From past conversations with residents, local ward councillors, and the responses to the previous consultations, this would probably not be supported by residents.
8. Under current legislation, the only way that footway parking can be maintained whilst still restricting non-residential parking would be for a Residents Parking Scheme with parking places placed with two wheels on the footway along the full length of the road where parking is to be permitted. Colleagues in Parking Services have advised that vehicles parked wholly within a designated parking place, or any other part of the carriageway where parking is specifically authorised, are exempt from dropped kerb enforcement during the operational hours of the scheme. This would mean that residents' access to their driveways could in theory be obstructed by vehicles displaying a valid permit whilst the scheme is in operation. However, outside operational hours, obstruction of the dropped kerb could be enforced as it is now.
9. The Council may be willing to consider this option if residents, knowing the potential downsides, are supportive. It was therefore recommended that the Cabinet Member discusses with the petitioners their concerns and possible options open to them and if considered appropriate, ask officers to add this to the extensive parking scheme programme.
10. Following the Petition Hearing and the Cabinet Member decision to allow another informal consultation, officers designed a hybrid 'continuous bays' and 'past this point' scheme that would meet the requirements requested in the petition, and the issues raised during the previous consultations.
11. A 21-day informal consultation was undertaken with a letter, questionnaire and detailed plan. The letter went into details about the advantages and limitations of a hybrid 'continuous bays' and 'past this point' scheme.
12. The result of the informal consultation was that 14 responses were in favour of the scheme whilst nine indicated that they did not support the proposals. However, reading the comments received along with the simple yes/no selection, the impression given is that even when support for a scheme is indicated the comments imply that changes to the proposals are a condition of this support. A breakdown of the comments received, and officer responses are attached to this report as Appendix B.
13. Some of the comments such as not allowing vehicles to park in front of other residents' driveways during the operational hours of the scheme or guaranteed parking space cannot be implemented under current legislation. The costs of permits and visitor vouchers are set by the

Council.

14. These results and comments were reported to local ward councillors who did not feel that this proposed scheme should proceed to formal consultation due to the number of objections to the proposals.

15. Therefore, based on the views of the local ward councillors, this consultation and the previous consultations it is recommended that the scheme be deferred at the present time.

### **Financial Implications**

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

## **RESIDENT BENEFIT & CONSULTATION**

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

No changes are proposed.

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

Residents were informally consulted previously to see if they would like the Hayes Resident Parking Scheme extended into their road. No further consultation is planned at the present time.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

### **Legal**

There are no special legal implications in relation to the Council conducting an informal consultation in relation to the potential extension of the Hayes Parking Management Scheme. Informally consulting residents 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.

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's recommendations. 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 at that time.

## **Infrastructure / Asset Management**

None at this stage.

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

None at this stage.

## **BACKGROUND PAPERS**

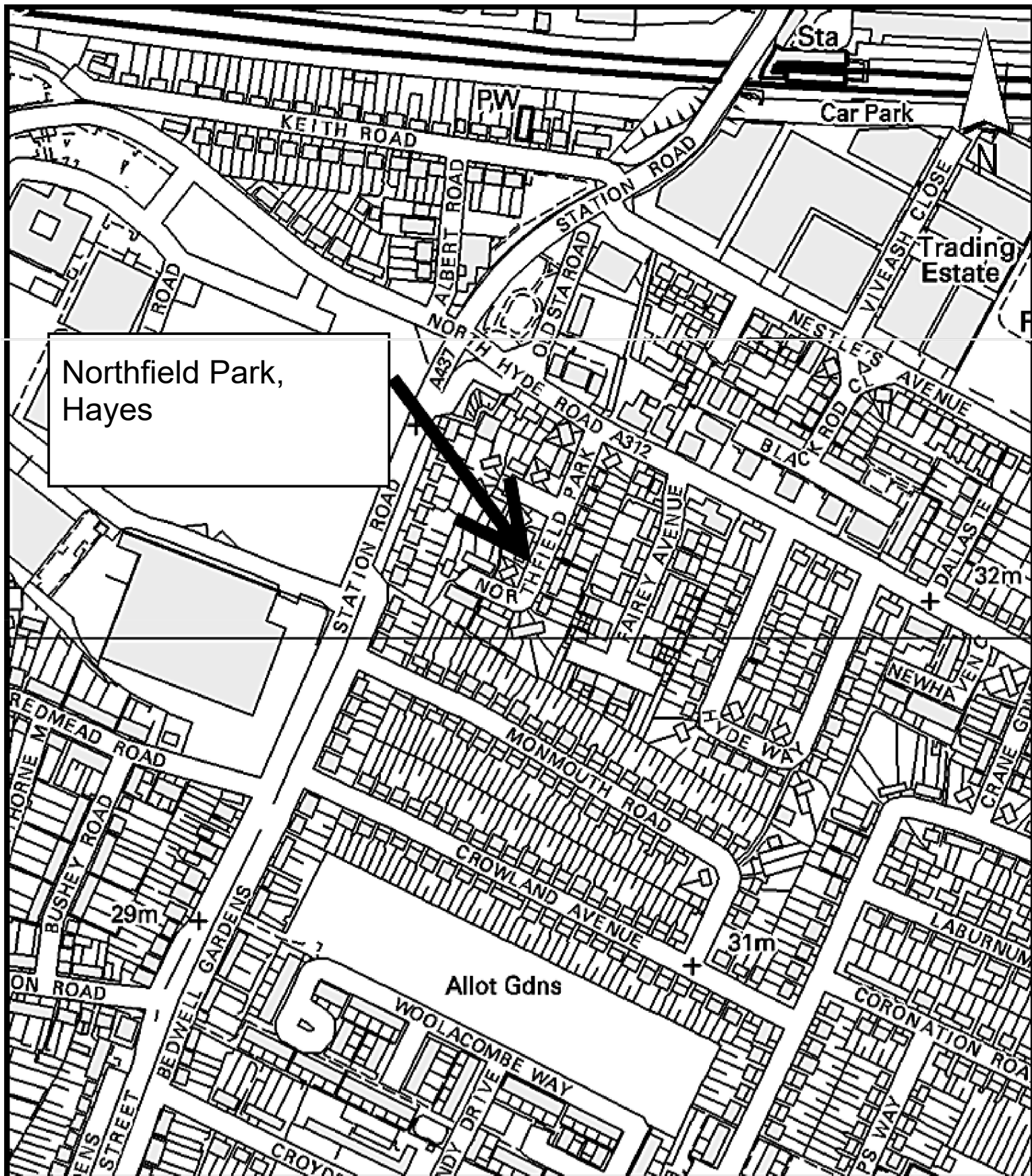
Petition Report

Report on Formal Consultation in Northfield Park

## **TITLE OF ANY APPENDICES**

Appendix A - Location Plan

Appendix B - Comments Received During Consultation



Appendix A - Northfield Park, Hayes – Location Plan

June 2018  
Scale 1:4,000

## APPENDIX B – Comments Received During Consultation

Notes	Response
From 9am-5pm	
Yes.	
Agree in theory, however scheme is over complicated. I would prefer kerb parking to remain on both sides of the road. Residents to be given permits and a parking restriction for non-residents 10-12am.	Where we have moved parking off the kerb is to accommodate the presence of trees and maximise the available parking.
Yes.	
Leave it as before, no need resident parking.	
No parking restrictions of any kind.	
All good to me.	
I do not want my driveway blocked (it's illegal) we park our cars on our dropped kerbs, and need access 24 hours a day. Why not remove the double yellow lines opposite Nos.45-49? Why is Northfield Close not included?	Without allowing parking in front of dropped kerbs there would not be enough parking in the street to accommodate residents cars. Northfield Close have never indicated that they would wish to be included in a scheme.
The scheme does not look to have been thought through thoroughly. One cannot accept having my driveway obstructed at anytime. Two places that could accommodate parking spaces in Northfield Close and the end of Northfield Park have been ignored.	Without allowing parking in front of dropped kerbs there would not be enough parking in the street to accommodate residents cars. Northfield Close have never indicated that they would wish to be included in a scheme.
I have realised that resident parking scheme is not good and beneficial for our street. I have three cars and due to this new scheme we will not have enough parking bays compared to houses/cars in our street.	
Cars to be parked in front of people's drives, once that particular household consents. If your car needs to be taken out of the drive, the car blocking your drive to be moved immediately. There is a driveway missing from the plan.	The council cannot designate the use of a parking place to an individual vehicle/resident, so if bays are to be extended across dropped kerbs, during operational hours any permit holder may park there.
Please leave Northfield Park as it is.	

I think the best option would be leave it as it is. It's working perfectly fine, no need to change.	
All I want is a guaranteed parking space and a 'permission' card for a visiting friend so they do not get fined for visiting me outside of 'hours'. I might add they are my carer.	The Council cannot guarantee a parking space, all we can do is try to maximise the available parking. Outside the operating hours permits will not be required.
Yes.	
Anything that reduces current parking would be intolerable. The residents would only be more inconvenienced when family and friends visit.	We have tried to maximise the available parking.
Yes.	
I have ticked box for yes but would like to have vouchers for visitors.	Visitor vouchers are available.
Yes.	
Why should we pay for parking when we pay road tax already. If you said the first car was free, 2nd car £20 and 3rd car £30 I think this would have been accepted. Also why does the bottom of Northfield Park have double yellow lines, it's only needed on the corner, not all the way across.	The fees are to cover the running costs of the scheme and enforcement of the scheme, and are set by and voted on by Full Council. The double yellow lines are here because if any vehicles are parked here the residents opposite cannot exit their drive.
Yes.	
Yes.	
Yes.	