

## **Democratic Services**

Location: Phase II

Ext: 0693

**DDI**: 01895 250693

My Ref: SC

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

c.c. All Members of Executive Scrutiny Committee

c.c. Perry Scott, Residents Services c.c. David Knowles, Residents Services c.c. Havley Thomas. Residents Services

c.c. Chairmen of the Social Care, Housing and Public

Health Policy Overview Committee

c.c. Ward Councillors for Botwell and Townfield c.c. Conservative and Labour Group Offices

(inspection copy)

Date: 29 January 2021

# Non-Key Decision request Form D

HAYES AND HARLINGTON CROSSRAIL COMPLEMENTARY MEASURES IMPROVEMENTS - OUTCOME OF FORMAL CONSULTATION FOR AMENDMENTS TO TRAFFIC AND PARKING ARRANGEMENTS IN HAYES TOWN CENTRE

**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 Monday 8 February 2021** 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: Hayes and Harlington Crossrail Complementary Measures Improvements - Outcome of Formal Consultation for Amendments to Traffic and Parking Arrangements in Hayes Town Centre

Decision made:
Reasons for your decision: (e.g. as stated in report)
Alternatives considered and rejected: (e.g. as stated in report)
SignedDate

Cabinet Member for Public Safety and Transport



# HAYES AND HARLINGTON CROSSRAIL COMPLEMENTARY MEASURES IMPROVEMENTS - OUTCOME OF FORMAL CONSULTATION FOR AMENDMENTS TO TRAFFIC AND PARKING ARRANGEMENTS IN HAYES TOWN CENTRE

Cabinet Member(s) | Councillor John Riley

Cabinet Portfolio(s) Cabinet Member for Public Safety and Transport

Officer Contact(s) Hayley Thomas, Residents Services

Papers with report Appendix A - St. Anselm's Road (Emergency Access Gate Relocation Plan)

Appendix B - Blyth Road Proposals Plan

Appendix C/D - Coldharbour Lane (Dual Use Loading and Disabled Bay Amendment Plan)

Appendix E - Table of Consultation Responses

Appendix F - Plan - Blyth Road (Vehicle Tracking Plan)

# **HEADLINES**

Summary

To inform the Cabinet Member of the outcome of the statutory consultation for the proposed amendments to various traffic and parking arrangements in Hayes Town Centre as part of the Hayes and Harlington Crossrail Complementary Measures project.

Putting our Residents First

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 and road safety.

**Financial Cost** 

The estimated cost implications in relation to the recommendations set out in this report is £234,000.

Relevant Policy Overview Committee Residents, Education and Environmental Services

Relevant Ward(s)

**Botwell and Townfield** 

# RECOMMENDATIONS

That the Cabinet Member for Public Safety and Transport:

1. notes the comments received during the statutory consultation for the proposed amendments to the access arrangements to the St. Anselm's Road 'Stop & Shop'



parking area and proposed amendments to the parking and traffic arrangements in Blyth Road and Coldharbour Lane, Hayes;

- 2. approves the relocation of the existing emergency access gate in St. Anselm's Road from the junction of Station Road to the junction of Nield Road, as shown on Appendix A;
- 3. approves the proposed amendments to the parking arrangements in Blyth Road, Hayes as shown in Appendix B; and
- 4. approves the conversion of three dual use loading and disabled parking bays in Coldharbour Lane to loading only and the introduction of disabled parking places in Fairdale Gardens and Mount Road as shown in Appendices C and D.

#### Reasons for recommendations

The recommendations reflect the views of the majority of residents and businesses who responded to the Council's consultation. Whilst the majority of the proposals were supported by the local Ward Councillors, they did share the same concerns raised by local residents and businesses regarding the Blyth Road proposals, all of which have been considered within this report.

#### Alternative options considered / risk management

The Council could have decided to make no changes to the current restrictions.

## **Policy Overview Committee comments**

None at this stage.

# SUPPORTING INFORMATION

- 1. Hayes Town Centre has undergone significant improvements to transform the area, making it more attractive to shoppers and visitors. The Council successfully secured £6m funding from Transport for London's 'Major Scheme Fund' to implement a series of improvements which included new paving, street lighting, opening Station Road to through traffic (including buses), planting of semi-mature trees, more safe and convenient crossings and the installation of the 'Gold Disc' canopy replacing the redundant bandstand.
- With the future arrival of Crossrail at Hayes and Harlington station, the Council secured an additional £2.6m funding through Transport for London and developer Section 106 contributions to extend the town centre scheme to include the area around the new station building.
- 3. The improvements are split into four separate projects which have been detailed below:
  - <u>Station Road improvements:</u> new paving, segregated cycle lane, street lighting, carriageway resurfacing and street furniture throughout. Proposals also include the



- implementation of two new zebra crossings, raised tables and the relocation of the emergency access gate at the junction of St. Anselm's Road.
- <u>Blyth Road and Clayton Road improvements:</u> new paving, street lighting and carriageway resurfacing as detailed in Appendix B. The paving will also be upgraded on the approach to the station underpass to match the paving laid as part of the nearby Paradigm development. The existing steps leading to Station Road will also be upgraded.
- Hayes and Harlington station underpass upgrades: Installation of a new sound and light feature to link with the rich music heritage of Hayes and to complement the popular 'Gold Disc' feature in Station Road, which was installed as part of the Major Scheme project
- <u>Botwell Bridge Boardwalk Extension:</u> to implement an extension to Botwell Bridge to not only create additional space for pedestrians and cyclist but to also open the views of the canal.

Consultation has already been undertaken to make changes to the parking restrictions in Station Road and the introduction of new zebra crossings and raised tables, all of which received no objections and are currently being implemented. Approval is also being sought separately to implement the underpass upgrades and Botwell Bridge boardwalk extension.

- 4. The Council has also received a request from the Hayes Town Business Forum to review the current loading facilities within Coldharbour Lane, which were introduced as part of the Major Scheme project. At present, Coldharbour Lane has two dedicated loading bays and three dual use bays that operate for loading between 11am and 6.30pm. The remainder of the time they operate as disabled parking places. The Business Forum advised that demand for loading space within Coldharbour Lane is high and the current operating times of the dual use bays are not meeting the needs of the businesses. They indicated that these spaces are frequently empty in early morning when the bays are only available for disabled parking. A survey of the business in the area showed most businesses do not have specific delivery time slots, with most deliveries taking place on an ad hoc basis.
- 5. The request was also discussed with the Council's Principal Access Officer. Initial suggestions to convert the dual use bays to 'loading only' raised concerns around the loss of available disabled parking within this stretch of the town centre. Officers were able to identify locations for three new disabled parking places within nearby Fairdale Gardens and Mount Road, with the overall scheme receiving the support of the Principal Access Officer. Details of these proposals are shown in Appendices C and D.
- 6. Statutory consultation for the proposed amendments to the access arrangements to St. Anselm's Road 'Stop & Shop' parking area and proposed amendments to the parking and traffic arrangements in Blyth Road and Coldharbour Lane, Hayes was undertaken between 4 and 25 November 2020. Street notices were erected on site and public notices were advertised in the local newspapers and the Council's website. In line with new Government legislation on statutory consultations during COVID-19 lockdowns, letters detailing the proposals were delivered to residents and businesses that were directly affected by the proposals.



- 7. All the comments submitted by residents and businesses during the consultation have been summarised in the table attached as Appendix E to this report and, where possible, a response is included.
- 8. During the consultation there were a total of 16 responses received to the proposed relocation of the emergency access gate in St. Anselm's Road. All responses received from residents of Nield Road and St. Anslem's Road supported the proposals. The proposals also have the full support of the Hayes Town Business Forum, Hayes Town Partnership and St. Anselm's Church.
- 9. Only one objection was received from a resident of Walters Close who had concerns that relocating the gate would increase the number of vehicles accessing and waiting in the area, and in turn further reducing the air quality in the area. They also have concerns with unauthorised vehicles parking and/or blocking the access to Walters Close which is a private road. The current configuration requires vehicles wanting to access this parking area to take a convoluted route through nearby residential roads. Relocating the gate will allow visitors to the town centre to access these spaces directly from the high street. In addition to the 'Stop & Shop' and disabled parking, this section of St. Anselm's Road will also have 'At any time' waiting and loading restrictions in places which will restrict vehicles from blocking the access to Walters Close.
- 10. Following thorough consideration of all responses received, it is recommended that the proposals for St. Anselm's Road are implemented as proposed in Appendix A.
- 11.A total of three responses were received in response to the Blyth Road proposals, two of which objected to the proposals to convert the existing 'Stop & Shop' parking places to drop off/pick up space and the introduction of a new parking layby which will also provide drop off/pick up space. The first response suggests that the area could be overrun with vehicles waiting for station drop off/pick up and subsequently causing congestion in Blyth Road and preventing access to dropped kerbs and private access roads. The proposals include the implementation of 'At any time' waiting restrictions which will restrict parking in areas outside of the new proposed drop off/pick bays and to keep the existing dropped kerbs and private accesses clear.
- 12. The second response was submitted on behalf of the Hayes Town Business Forum and Hayes Town Partnership and detailed a number of concerns which include:
  - Improvement needed to the drop off/pick up provision in Station Approach vehicles receive a £100 fine for doing this at present;
  - No disabled parking in Station Approach and the proposed bays in Blyth Road would be too far for people with limited mobility to access;
  - The existing 'Stop & Shop' parking places are invaluable to the shops in Clayton Road and the proposed 20 minute maximum stay period for these bays would not be enough time for visitors to use these shops;
  - Blyth Road is heavily trafficked, particularly by large lorries, which would make it difficult for pedestrians to cross the road to access these spaces; and
  - The proposed new layby opposite 11-15 Blyth Road, will narrow the carriageway, causing congestion and increasing the potential for road accidents.



- 13. Station Approach does not form part of the public highway; therefore, the Council has no authority to make changes or carry out enforcement within this area. Whilst no proposals have been confirmed to date, the Council will continue to work closely with the joint landowners to develop options for adequate disabled parking and drop off/pick up spaces in Station Approach in addition to the proposed spaces in Blyth Road.
- 14. Regarding the lack of available parking for businesses, the area not only benefits from approximately ten 'Stop and Shop' parking spaces in Clayton Road itself, they also have access to Council-owned Blyth Road car park which has 44 spaces and is long stay for up to 9 hours. This combined with the on-street parking in Clayton Road would provide generous parking provision for shoppers to the area.
- 15. The Blyth Road proposals include the introduction of a raised table and a narrowing of the carriageway as part of a traffic calming measure aimed at reducing speeds within this section of Blyth Road and reducing the crossing distance for pedestrians. The area has undergone an independent road safety audit which raised no concerns with the proposed changes. Vehicle tracking has also been undertaken, which demonstrates that all vehicles, including buses and emergency vehicles are able to negotiate the new configuration. Details of the vehicles tracking are shown in Appendix F.
- 16. The remaining response supported the proposed amendments to the parking places and even requested further provision of drop off/pick up facilities. Due to constraints within this section of Blyth Road, the proposals represent the maximum number of drop off/pick up spaces possible for this area.
- 17. Officers have fully considered all comments received to these proposals and have detailed above how each of these have been considered as part of the design. It is therefore recommended that the proposals for Blyth Road are implemented as advertised and shown in Appendix B.
- 18. Two responses were received in response to the Coldharbour Lane dual use loading and disabled bay amendments, both of which fully supported the proposals. It is therefore recommended that these proposals are implemented as detailed in Appendices C and D.
- 19. To summarise, there is strong support for the proposed amendments in St. Anselm's Road and Coldharbour Lane. It is therefore recommended these are implemented as proposed in Appendices A, C and D. Whilst objections to the proposals in Blyth Road have been received, these have been fully considered in point 8 and it is therefore recommended these are also implemented as proposed in Appendix B.

#### **Financial Implications**

The approved 2020/21 and 2021/22 Capital Programme includes a total budget of £1,933k for the Hayes Town Centre Improvements, of which £299k is funded from Council resources, £1,284k is funded through Section 106 contributions and £350k is funded from Transport for London.

The Transport for London grant settlement, announced in December 2019, included an allocation of £350k for Hayes Town Centre. However, Transport for London's financial position has been



severely impacted by the decline in public transport use due to the Covid-19 pandemic, this has resulted in TfL suspending the Hayes Town Centre's allocation of £350k. Officers are currently in correspondence with Transport for London in relation to when and if this allocation will be reinstated.

The estimated cost of £234k to implement the proposed amendments in Hayes Town Centre is to be funded from the Section 106 contributions element of the budget, subject to the usual Cabinet Member release protocols. There are no implications to Council resources on the implementation of the scheme described above.

# RESIDENT BENEFIT & CONSULTATION

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

The relocation of the emergency access gate will allow visitors to the town centre wanting to access the 'Stop & Shop' parking in this section of St. Anselm's Road to do so directly from the High Street instead of taking the convoluted and unnecessary route through the nearby residential roads.

The amendments to the parking arrangements in Blyth Road will provide extra drop off/pick up facilities for the new Hayes & Harlington Station in addition to those which are to be provided by Crossrail in the Network Rail owned section of Station Approach.

The conversion of the dual use loading and disabled bays in Coldharbour Lane will increase the available loading facilities which was requested by the Hayes Town Business Forum on behalf of the Coldharbour Lane businesses.

#### Consultation carried out or required

Statutory consultation was carried out between 4 and 25 November 2020 by the insertion of public notices in the local newspaper and displayed on site. Letters detailing the proposals were also delivered to residents and businesses directly affected by the proposals in line with new government legislation on statutory consultation during COVID-19 lockdowns. No further consultation is required.

# **CORPORATE CONSIDERATIONS**

#### **Corporate Finance**

Corporate finance concurs with the financial implications above, noting that the proposed amendments will be funded from Section 106 contributions, with no impact on Council resources.

#### Legal

The Council's power to make orders for the amendments to traffic and parking arrangements in Hayes Town Centre, such as those proposed in this report for Blyth Road and St. Anselm's Road, is set out in Part I of the Road Traffic Regulation Act 1984 ("the 1984 Act"). Consideration should



be given to the Highways Act 1980 regarding access arrangements at St. Anselm's Road if it is considered expedient to ensure safe movement of vehicular and other traffic.

If the recommendation is implemented, this report further proposes conversion of three dual use loading and disabled parking bays in Coldharbour Lane to loading only, and the introduction of disabled parking places in Fairdale Gardens and Mount Road. The Council's power to make orders imposing loading restrictions, and the provision of disabled parking places is also set out in the 1984 Act. Availability for any Blue Badge holder to use the disabled parking bays is a relevant consideration in deciding whether to make this form of order. When making decisions, the Council should be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

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). 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.

There are a set of well-established common law rules which set out the requirements of a lawful public consultation which are known as the Gunning principles. They were endorsed by the Supreme Court in the Moseley case. The principles can be summarised as follows:

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration:
- Consultations should allow adequate time for consideration and response; and
- The product of consultation should conscientiously be taken into account by the decision maker.

There is a significant number of judicial review cases which involve successful challenges to the lawfulness of a consultation undertaken by a public authority, so it is imperative that the Gunning principles are closely followed.

## Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

# **BACKGROUND PAPERS**

NII



# **TITLE OF ANY APPENDICES**

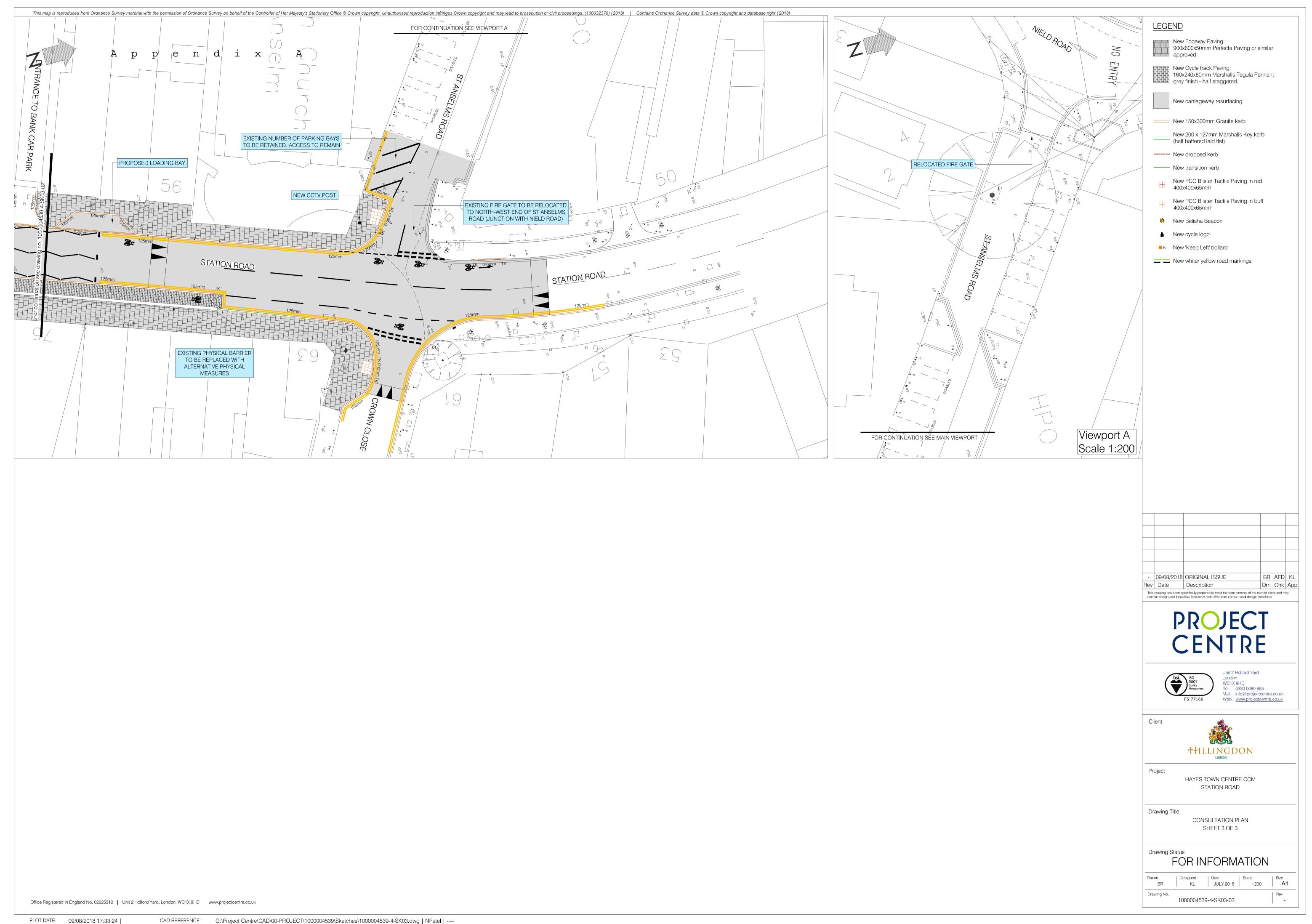
Appendix A: Plan – St. Anselm's Road (Emergency Access Gate Relocation Plan)

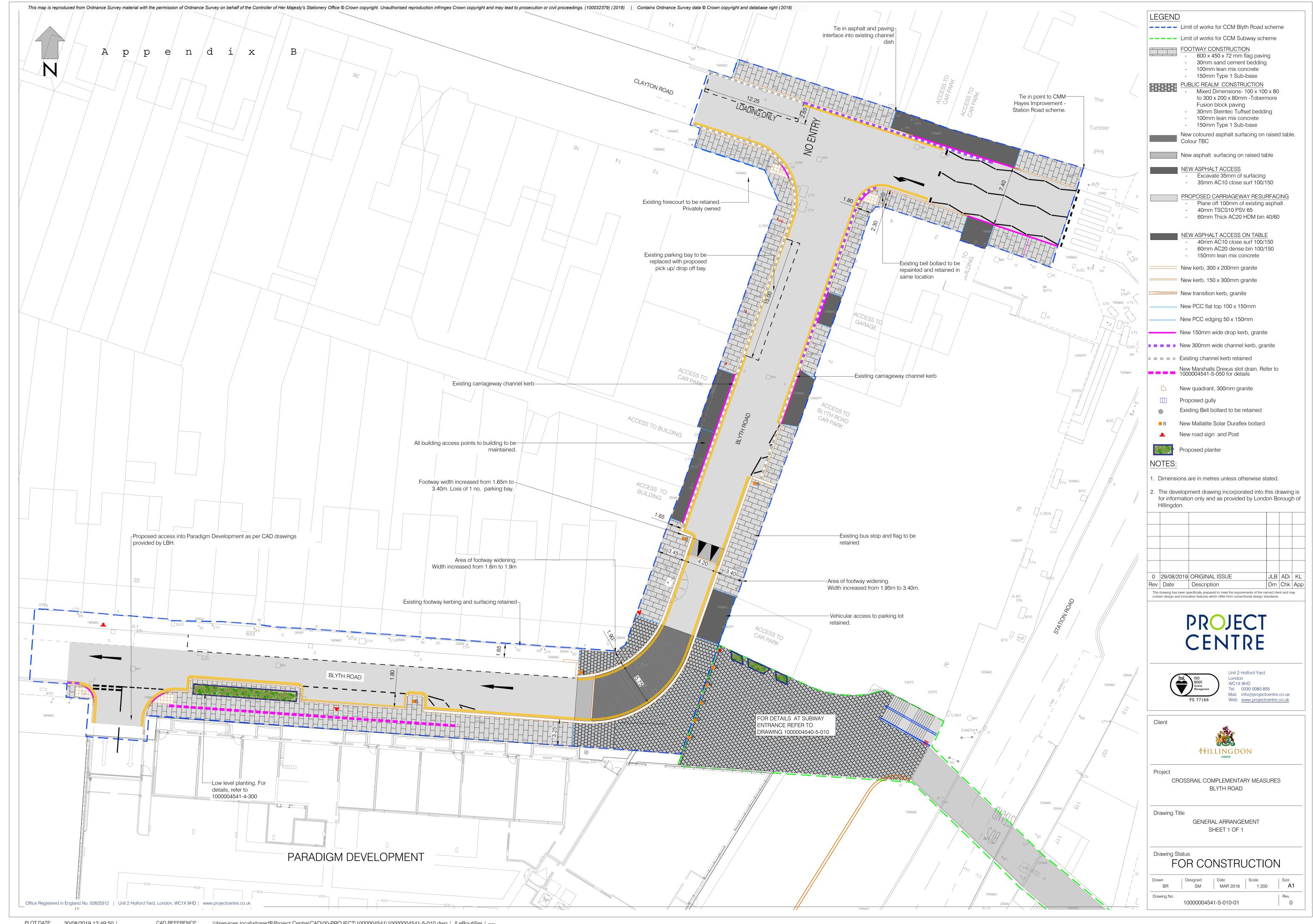
Appendix B: Plan - Blyth Road Proposals

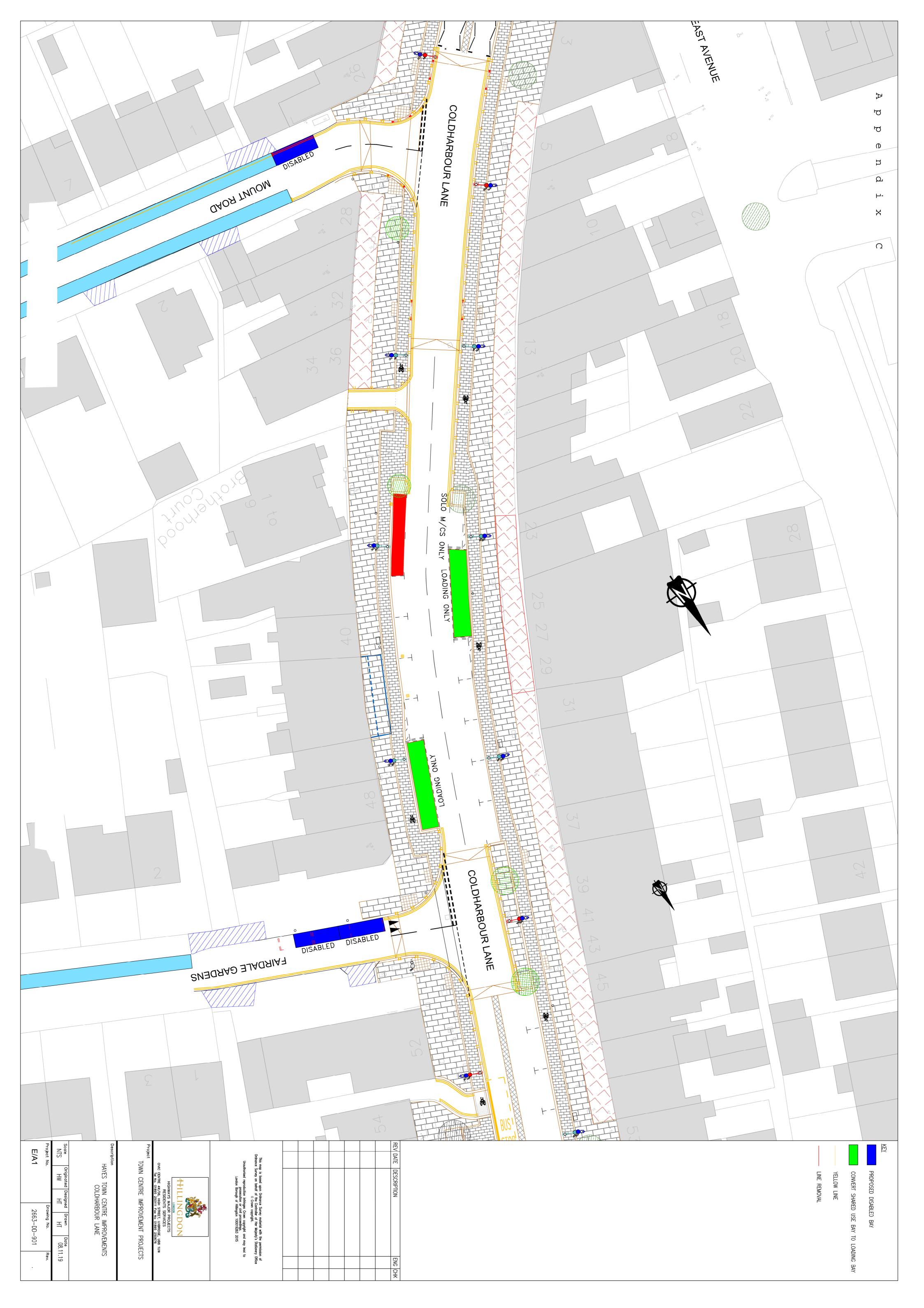
Appendix C-D: Plan – Coldharbour Lane (Dual Use Loading and Disabled Bay Amendment Plan)

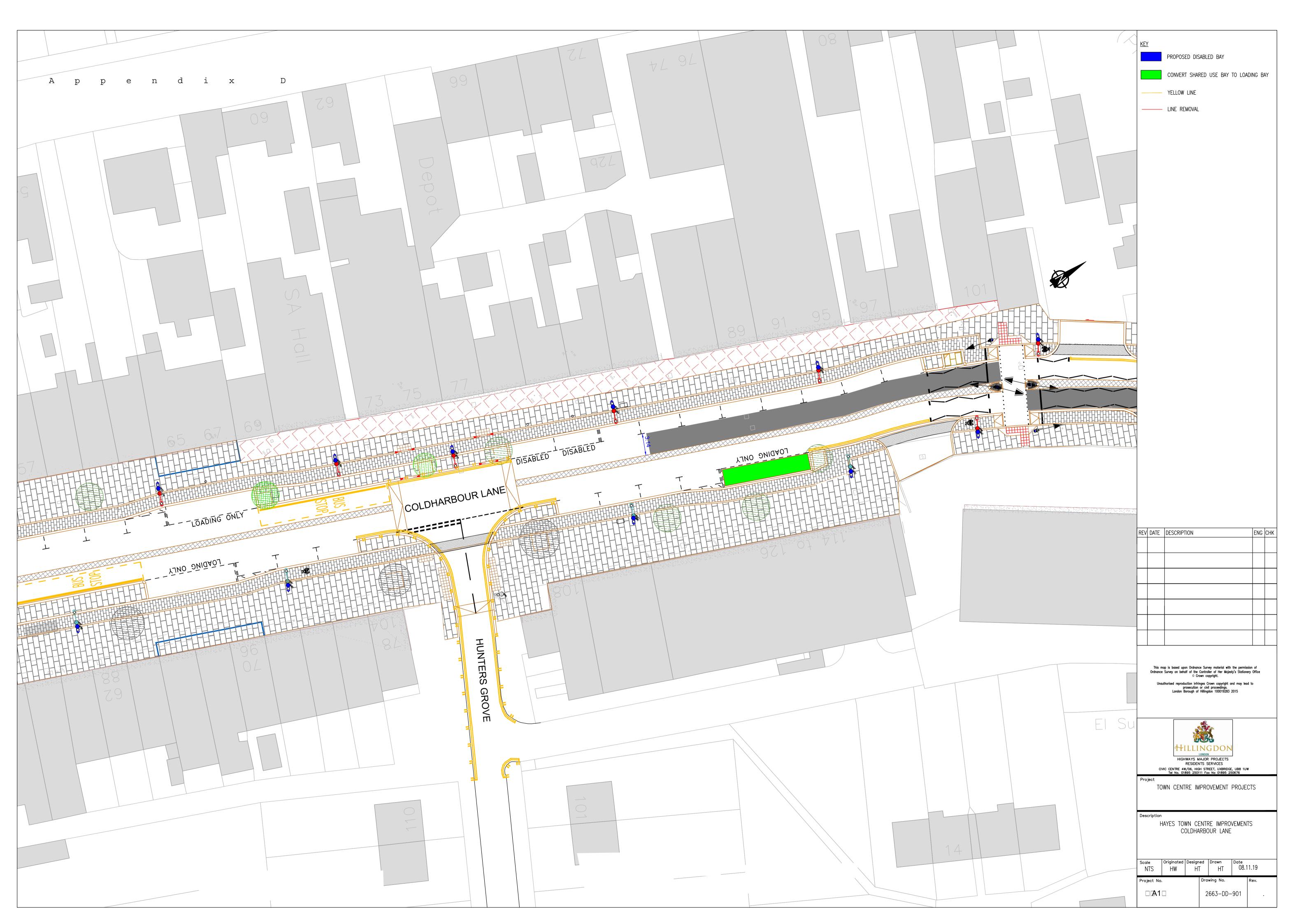
Appendix E: Table of Consultation Responses

Appendix F: Plan – Blyth Road (Vehicle Tracking Plan)









# Appendix E: Responses to Hayes Town Centre Improvements Consultation

St. Anselm's Emergency Gate Relocation Proposals			
Approximate Address	Summary of comments made	Officers Comments	
Nield Road	"I agree with the new proposal to relocate the Emergency Access to the junction of the Nield Road."	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"I am in favour and support the suggestion to move this to the junction of Nield Road."	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"I would like to register my comments on this amendment.  Mainly it would reduce the unnecessary traffic currently polluting these roads. Many cars and delivery vehicles are driven through Nield and St. Anselm's Roads before and after using the 'Stop & Shop' car park, if the entrance to the car park were accessed from Station Road, it would save them having to drive all the way around these residential roads. Currently some drivers on leaving the car park fail to notice the no entry sign at St. Anselm's Road and turn right instead of left, this can cause accidents.  Many drivers travel at excessive speeds causing danger to residents, especially children.  Walters Close residents already have security gates preventing unwanted traffic near their homes.  This proposed amendment would be useful to shoppers using Hayes Town.  Both my husband and I believe this new arrangement would be of benefit to residents of our two roads."	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"I have lived at the above property since 1962 the proposed amendments to the relocation of the emergency access gate is strongly recommended.  Many times when walking to the town for shopping it has become dangerous as many lorries delivering goods choose to drive down Nield road as an easy access for their deliveries. Also any Cars parking for the town have to drive around the one way system that they are not necessarily familiar with therefore driving in the wrong direction past my House.  I support this change."	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"I would like to write in support of the amendment to the access gate in St Anselms Road.  I am sure the majority of cars, vans and lorries driving into St Anselms and out of Nield Road use the car park spaces.  It makes sense for the gate to be moved and allow proper access from the town."	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"No objections"	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"I have received a letter regarding relocating the emergency access gate to the junction of Nield Road. It seems to be good and I have no comments on it."	Considered as part of this report - see paragraph 8 - 10	
Nield Road	"Wereceived the letter yesterday regarding re-siting of the emergency access gate currently at the Station Road end next to St Anselms church to the Nield Road end of the parking facility. We are hugely IN FAVOUR of this happening & would very much welcome this action."	Considered as part of this report - see paragraph 8 - 10	

Nield Road	"we approve of the decision to relocate the emergency access gate as per your letter.  We have a car and often find it hard to park on our street as many people who cannot find a space in the car park end up parking on our road. If the gate is relocated, it will reduce the number of cars temporarily parked on Nield and St Anselm's Road by shoppers. We also believe that it is more logical for shoppers to be able to access the car park from Station Road instead of having to drive all the way around to find a space to park."	Considered as part of this report - see paragraph 8 - 10
St. Anselm's Road	"I write in support of the scheme to amend the access arrangements & relocation of emergency access gate in St. Anselms Road, Hayes. I feel these amendments will greatly improve the through traffic especially reducing the large delivery lorries which often get stuck navigating through St. Anselms & Nield Roads, which is a one-way system. Vehicles often ignore the no entry signs at the junction with Walters Close & St. Anselms Road. By relocating the emergency gate it will cut down the number of vehicles using the one-way system and therefore reducing the amount of vehicles driving contrary to the one-way system. I feel these changes will make the area safer."	Considered as part of this report - see paragraph 8 - 10
Walters Close	"I ama resident of Walters Close  I am strongly objecting to the proposed relocation of the Emergency access gate to the junction of Nield Road, as this will impact directly all residents of Walters Close including myself and my children.  This will increase high number of cars right at our gate either parked or waiting. Its not safe for children, Elderly and the disable.  Already the opening of Station Road now passing through the Hayes Town high Street has increased level of air pollution and this will only exacerbate and comprise the air quality of the area.  This road already has parking issues and relocating the emergency access gate will only deteriorate the situation further. We will not cope with increased number of Cars at our gate. It will also impact the Emergency response time.  Therefore let the Emergency access gate remain where it's now."	Considered as part of this report - see paragraph 8 - 10
St. Anselm's Church	"I write both as the Parish Priest of St. Anselm in Hayes and as a resident of Nield Road. We fully support the proposed amendments – particularly the relocation of the fire gate adjacent to St. Anselm.  I have spoken to my congregation and to my PCC – as a PCC we fully endorse and support the proposed amendments 1 & 2."	Considered as part of this report - see paragraph 8 - 10

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Hayes Town Partnership	"The Hayes Town Partnership wishes to submit the following comments in response to the public consultation on the proposed changes to parking and traffic management arrangements in Hayes Town (reference 3N/04/HT/04/11/20):  The Partnership strongly supports this proposal for the following reasons:  - There is limited off-street parking provision at the southern end of the Town Centre and moving the fire gate back will make this car park more easily accessible for shoppers and other visitors  - The shops on this stretch of Station Road are currently struggling financially after a very long period of road works and better car parking will help bring back customers.  - The Loaded Burgers and Takaa Tak restaurants at High Point Village are disadvantaged by the lack of car parking for evening diners and easier access to the spaces adjoining St Anselm's Church will help improve local parking provision.  - Relocation of the gate will eliminate long detours to the parking area by way of Botwell Lane, Nield Road and St Anselm's Road. The cutting of traffic will benefit the residents of Nield Road and St Anselm's Road by reducing noise and air pollution and improving road safety.  Action to formalise the existing parking bays within the arm of St Anselm's Road is also supported."	Considered as part of this report - see paragraph 8 - 10
Hayes Town Business Forum	"The Executive of the Hayes Town Business Forum has authorised me to submit the comments below in response to the Council's consultation on changes to parking and traffic management in Hayes Town (ref:3N/04/HT/04/11/20)  There is a limited number of off-street parking spaces for customers of the shops at the south end of the Town Centre and easier access to the spaces next to St Anselm's Church will help the shops in Station Road. This is particularly important for takeaways and also the fabric shops which have a number of elderly customers who have limited mobility. These shops have really suffered because of almost endless roadworks since well before the pandemic started and more convenient parking might help them survive  In the last year or so two restaurants have opened at this end of the Town - Loaded Burgers and Takaa Tak modern Indian restaurant. The lack of car parking spaces in the evening is a real disadvantage and easier access to the spaces adjoining St Anselm's Church will help improve local parking provision."	Considered as part of this report - see paragraph 8 - 10
Address not provided	"Opening the fire gate onto the reserved parking beside St Anselm Church is a bad idea for the following reason: With all the heavy traffic now on our high street, it will make a rat run possible, down St Anselms & Nield Rds.  Residents along those roads will be enchanted with that, no doubt,  Is the idea to relieve the high street of some of the through-traffic pressure, perhaps?"	The proposals are to relocate the emergency access gate rather than remove. The resident later withdrew their objection.
Address not provided	"From the plan provided it looks as though the line of the kerb and pavement into Station Road in front of the church will not be altered.  This section of pavement is sub- standard requiring pedestrians to move into the highway when passing other pedestrians especially with prams or trolleys.  The land need only be purchased at a nominal sum as the land acquired would remain in the church ownership for town planning site calculations and a new wall and gate would be a property improvement."	The comments received do not relate directly to the proposals however, as part of the town centre improvements the Council will be widening the pavement outside St. Anselm's Church which will make it easier for pedestrians to pass.

Blyth Road Parking and Traffic Amendments		
Approximate Address	Summary of comments made	Officers Comments
Blyth Road	"I am writing to object to the changes and modifications to parking in Blyth Road, Hayes.  I have attached photo's for reference and to emphasise the location and how I feel this will not be suitable for this area. We are already taking the burden of parking from the railway station and surrounding residences. I am happy to meet and talk with you on this subject if necessary.  I hope you came and conducted your site visit pre covid lockdown as then you would have a true view of the location and the problems.  Some of the pictures are taken from within the emergency service alley and the view i see every time I need to get my car out. A couple are from Blyth Road itself showing how narrow the road is and one from the Railway poster showing cars in Station Approach picking a dropping passengers by the station.	paragraph 11 - 17
	Thank you" "I have studied the proposals for Hayes Town as publicised in the Hayes Town News.	
Wentworth Crescent	I would support even more waiting facilities in Blyth Road in proximity to the pedestrian underpass in order to facilitate pick-up and drop-off in connection with the Station. This is because free vehicular access is not possible along the private Station Approach."	Considered as part of this report - see paragraph 11 - 17
Hayes Town Partnership & Hayes Town Business Forum	"This is a joint submission from the Hayes Town Partnership and the Hayes Town Business Forum in response to the parking proposals for Blyth Road – reference 3N/04/HT/04/11/20.  The partnership and the Forum object to the proposed change to the existing pay and display parking place in Blyth Road and to the introduction of a short stay parking place opposite 11 to 15 Blyth Road for the following reasons:  - The changes appear to be geared towards provision for pick-up and drop-off of passengers using Hayes and Harlington Station. Despite promises by the Council over the years to consult interested parties on the design and layout of the area around the Station there has been no contact with the Partnership, the Forum, residents associations or the Old Vinyl Factory. The current situation at the Station is wholly unsatisfactory with members of the public being fined £100 for turning a vehicle around and we believe that the Council should endeavour to achieve proper provision for pick-up and drop-off in Station Approach. The rationale for choosing Blyth Road for this purpose has never been explained to us.  - Since the removal of the disabled parking bays outside the Stay City Hotel there has been absolutely no provision for disabled people and the spaces in Blyth Road are much too far distant from the Station for anybody with limited mobility and not just blue badge holders.  - The existing pay and display spaces in the first part of Blyth Road are invaluable for the shops in Clayton Road. The use of the area for pick-up of passengers from the Station will deprive these shops of this facility. A number of them are hairdressers and a 20 minute limit to mainting will be of no use, even if their customers are able to find a space.  - This stretch of Blyth Road is extremely busy and used by large lorries. There will be a real road safety hazard for people crossing the road when going to or from the Station to vehicles parking in these spaces.  - The proposed new spaces opposite 11 to 15 Blyth Road will narrow the ro	Considered as part of this report - see paragraph 11 - 17

Coldharbour Lane Parking Amendments			
Approximate Address	Summary of comments made	Officers Comments	
Hayes Town Partnership	"The Hayes Town Partnership wishes to submit the following comments in response to the public consultation on the proposed changes to parking and traffic management arrangements in Hayes Town (reference 3N/04/HT/04/11/20):  The Partnership accepts that the dual use disabled parking and loading/unloading bays in Coldharbour Lane have not worked as well as had been hoped. They appear to have been of limited benefit to disabled drivers and the hours of operation for loading/unloading have not met the needs of a significant number of the shops. The conversion of these spaces to loading/unloading is therefore supported as is the provision of replacement disabled parking spaces in Mount Road and Fairdale Gardens."	Considered as part of this report - see paragraph 18	
Hayes Town Business Forum	"The Executive of the Hayes Town Business Forum has authorised me to submit the comments below in response to the Council's consultation on changes to parking and traffic management in Hayes Town (ref:3N/04/HT/04/11/20)  The combined use disabled parking and loading bays in Coldharbour Lane have not worked in the way that was hoped. The operating hours for loading/unloading have not been convenient for a lot of the shops and the benefits for disabled drivers appear quite limited. We therefore support the conversion of the spaces to loading/unloading only and also the provision of replacement disabled parking spaces in Mount Road and Fairdale Gardens.  The Forum asks why the Council is not treating the combined use bays in Botwell Lane the same way as they have also been of less benefit than was hoped."	Considered as part of this report - see paragraph 18	

