



Democratic Services

Location: Phase II
Ext: 0693
DDI: 01895 250693
CMD No: 870

**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. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Belmore

Date: 04 August 2023

Non-Key Decision request

Form D

TOLLGATE DRIVE, HAYES - RESIDENT PARKING SCHEME, REPORT ON FORMAL 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 Monday 14 August 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.

Steve Clarke
Democratic Services Officer

Title of Report: Tollgate Drive, Hayes – Resident Parking Scheme, 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

TOLLGATE DRIVE, HAYES - RESIDENT PARKING SCHEME, REPORT ON FORMAL CONSULTATION

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Gordon Hill, Place Directorate
Papers with report	Appendix A - Location Plan Appendix B - Results of Informal Consultation Appendix C - Comments Received During Formal Consultation Appendix D - Plan Showing Proposed Double Yellow Lines

HEADLINES

Summary	To inform the Cabinet Member of the results of a formal consultation on a possible Resident Permit Parking Scheme in Tollgate Drive, Hayes.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities. This report supports our commitments to residents of: Safe and Strong Communities.
Financial Cost	The estimated cost implication in relation to the recommendations set out in this report is £500.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Belmore

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1. notes the responses received during the formal consultation undertaken in Tollgate Drive regarding a possible Parking Management Scheme; and**
- 2. based on the responses received, agrees that the scheme is deferred except for the proposed double yellow lines, as indicated in Appendix D, which will be implemented as proposed.**

Reasons for recommendations

The recommendations represent the views of local residents and the local Ward Councillors.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 29 signatures was submitted to the Council from residents of Tollgate Drive, Hayes which represented 28 of the 120 properties on Tollgate Drive (23%), requesting the following:
 - a. *"Improvement of our neighbourhood, CCTV camera request;*
 - b. *No drug dealing;*
 - c. *No fly tipping;*
 - d. *Non-residents not allowed parking along the canal for recreation, loud music, loud conversation late in the night, prohibiting the consuming of beer and drugs by the canal;*
 - e. *Posted warning along the drive;*
 - f. *Double yellow lines at the bend on Tollgate Drive to prevent parking at the bend and at the junction Tollgate Drive/Delamere Road."*
2. Tollgate Drive is a residential no through road in Belmore ward. It consists mainly of town houses and semi-detached, many of which benefit from off-street parking. The Grand Union Canal runs adjacent to the road.
3. This report and informal consultation only relate to the request for a Resident Parking Scheme as the other items have been referred to colleagues in other Council departments.
4. As mentioned above, within the development, most properties appear to benefit from some limited off-street parking provision but, from officers' observations, this does not appear to meet the parking demand. As a result, it is likely that residents and their guests rely upon the on-street kerbside space to park. A plan of the area is attached as Appendix A.
5. A comment from the petition was *"Non-residents not allowed parking along the canal, double yellow lines at the bend on Tollgate Drive to prevent parking at the bend and at the junction Tollgate/Delamere"*.
6. Based on this comment it was felt that proposals for waiting restrictions should be prioritised and considered prior to any consultation on a more comprehensive parking scheme. The Council's Road Safety Engineer prepared proposals for waiting restrictions on Tollgate Drive which were shared with the lead petitioner and local Ward Councillors

who all broadly agreed that the design would address the concerns raised over inconsiderate parking at the junction and on the bend.

7. However, after further correspondence with the lead petitioner, they believed consultation on the yellow lines should not take place independently of a possible parking management scheme. Although not mentioned in the original petition signed by residents, the lead petitioner indicated to officers that a permit parking scheme should operate *“for the maximum of hours possible for the 7 days a week”*. The lead petitioner went on to state that times the scheme operated should be *“Monday to Sunday 6am to 11pm or more if possible, including weekends and back holidays”* *We do not want parking meters installed anywhere.”*
8. The days and times that a possible residents’ permit parking scheme can operate can be varied to meet local demands. It should be noted that, within schemes that operate for long periods of time, residents and their guests will be required to obtain a virtual parking permit or visitor voucher during the operational times of the scheme. The Cabinet Member discussed with petitioners their concerns and asked officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation with residents.
9. A 21 day informal consultation was arranged in Tollgate Drive. During the consultation a letter explaining the operational aspects of a resident parking scheme along with a questionnaire offering options on the type of scheme and days/times of operation was sent to all households along with a postage paid return envelope.
10. The headline results were that 29 households responded to the consultation representing a return rate of 24%. Of those that responded, 19 indicated support for a scheme whilst 10 indicated that they did not support any scheme in Tollgate Drive. A detailed breakdown of the responses to all questions are attached to this report as Appendix B.
11. These results were shared with local Ward Councillors who advised officers that they would like the scheme to progress to the next stage for a detailed design and formal consultation.
12. It was therefore recommended that the Cabinet Member instruct officers to add the scheme to the current extensive programme for designs and for statutory consultation. Based on the responses received during the informal consultation the scheme should operate 9am-10pm every day.
13. This recommendation was approved by the Cabinet Member and a formal consultation lasting for a period of 21 days was then undertaken, where a letter, and plan was sent to every property in Tollgate Drive informing them of the Council’s intention to install a resident parking scheme. During this period, street notices were erected and public notices were placed in the London Gazette.
14. During the formal consultation, ten responses were received, three in support of the proposals and seven objecting to them. A summary of all responses received is attached to this report as Appendix C.
15. Some objectors stated that there was no problem with the parking or that the parking issues occurred overnight after 10pm rather than during the day. Another issue that was raised during the consultation and in other communications prior to the formal consultation was

that some people are parking at night to drink alcohol and take drugs. It should be noted that parking controls are unlikely to provide the only deterrent to people parking that are already willing to break the law by consuming alcohol/drugs whilst in charge of a vehicle.

16. These results and the summary of the comments was shared with local Ward Councillors who agreed that, based on the results, there is no mandate from the local community to progress the implementation of a parking scheme.

17. It is therefore recommended that, based on the level of objection to this scheme and the lack of support, the scheme is deferred at the present time. However, to improve access for larger vehicles like the emergency services and refuse collections, it is recommended that the proposed double yellow lines on both sides of the road of the corner near 7-9 Tollgate Drive be implemented, as shown in Appendix D.

Financial Implications

The estimated cost of implementing the proposed double yellow lines outlined in Appendix D is £500 and will be funded from existing revenue resources within the Planning service.

It is recommended to defer the implementation of the parking management scheme at this stage. However, if this was to go ahead in the future, funding would need to be identified.

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 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 there are no legal impediments to agreeing the recommendations set out in the report, which are in accordance with the outcome of the statutory consultation.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

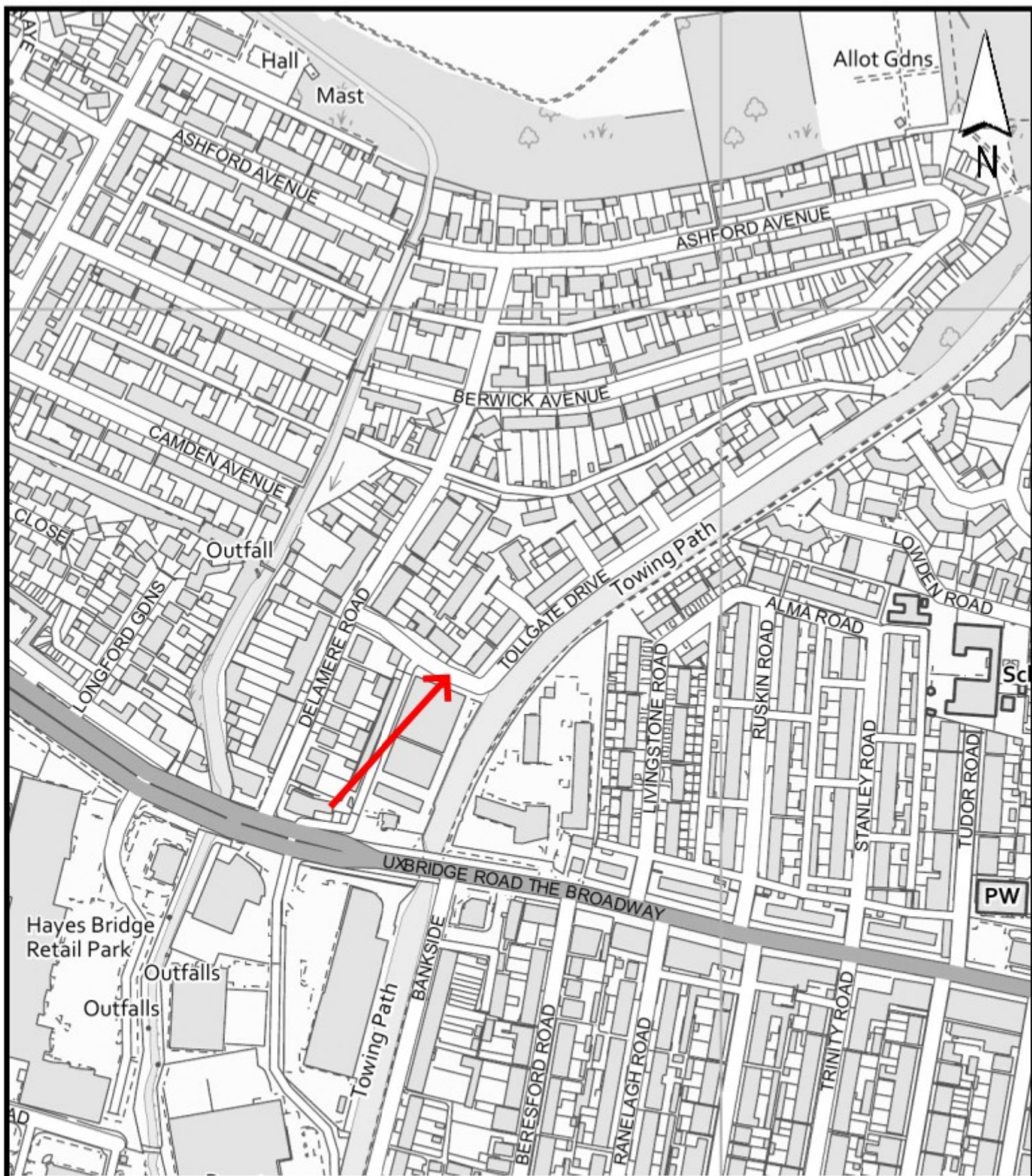
TITLE OF ANY APPENDICES

Appendix A - Location plan

Appendix B - Results of Informal Consultation

Appendix C - Comments Received During Formal Consultation

Appendix D - Plan Showing Proposed Double Yellow Lines



Tollgate Drive, Hayes Location plan

Appendix A

December 2021

Scale 1:4,000

Appendix B

Results of Informal Consultation

Would you like a Resident Parking Scheme in Tollgate Drive?

19x Yes

10x No

If a scheme is introduced, what operating hours would you prefer?

6x 9am-5pm

4x 9am-8pm

12x 9am-10pm

If a scheme is introduced, what days of operation would you prefer?

5x Mon-Fri

2x Mon-Sat

15x Everyday

If a scheme is introduced, what type of scheme would you prefer?

7x Past This Point

15x Signs and Lines

Appendix C

Comment	Response
Support. Full support of the proposed scheme and the permit charges.	
Object. I would like to vote NO to the proposed scheme.	
Object. I do not agree with the scheme.	
Object. I believe at this stage there is not really a need for a parking scheme, we have had no issues parking in the street.	
Object. I would prefer the scheme be withdrawn as it may encourage non-residents to park in the private parking areas. Right now there is space in these private areas for visitors as not all residents have cars.	
Support. I welcome the proposal. But I am concerned that large vans may be parked after 10pm and collected before 9am. The entrance to Tollgate from Dellamere is a haven for fly tippers. There should be yellow lines along to Shurguard as only commercial vehicles are parked here.	Illegal parking after 10pm would be difficult to enforce. Fly tipping is not a problem that can be tackled by a resident parking scheme, and incidents should be reported to the Anti-Social Behaviour Team or your local Police.
Object. I have not experienced any issues with all-day non-residential parking in the five years I have lived here. The scheme appears designed to extort genuine visitors rather than deal with the issues at hand, why not shorter times? Also, what is to stop someone parking on my driveway parking space while I am out? Will the Council come and remove cars that trespass on my space or waive a parking ticket should such an occurrence happen?	The times of operation were chosen by residents during the informal consultation that was undertaken previously. The Council has no powers to ticket or remove vehicles on private land.
Object. Residents of Tollgate Drive are vehemently opposed to this scheme. There was no petition that we are aware of. Tollgate Drive is on the periphery of the town and there are no shops nearby, so no one but residents park in Tollgate Drive.	The majority of respondents to the informal consultation indicated support for a scheme. Petitions, by their nature, are often self-selecting of supporters of the proposals, for this reason the Council undertook the informal consultation prior to this formal one.

<p>Object.</p> <p>The scheme is inadequate as the problem we have is with non-residents sitting in cars drinking, smoking drugs and causing anti-social behaviour late at night until the early hours of the morning, so a 10pm finish is no benefit to the residents.</p> <p>It also does not prevent fly tipping at the start of the road.</p> <p>I believe this scheme would only affect the resident of Tollgate Drive and with the cost of living crisis residents will have to pay to park as well as ULEZ.</p>	<p>A parking scheme will not combat people already undertaking illegal acts such as drinking or smoking drugs in cars or other anti-social behaviour, whatever the operating hours. This along with fly tipping would be better handled by the Police.</p> <p>Permit prices are decided at Full Council and are beyond the scope of this report.</p>
<p>Support.</p> <p>What about the Housing Association bays, how will they be enforced, and how will you indicate that these are private?</p> <p>Currently parking is prone to abuse by drivers parking large vans and other vehicles, so of which appear to be in an unroadworthy condition.</p> <p>How will the scheme be monitored and enforced?</p> <p>Are all properties included, how do we get a permit and what if we don't have a computer or smart phone?</p>	<p>The proposed scheme would only affect parking on the public highway, private parking areas are the responsibility of the land owner.</p> <p>If the scheme were to go ahead then there is a limit to the maximum vehicle sizes. Unroadworthy vehicles on the highway are already committing an offence and should be reported to DVLA.</p> <p>If the scheme goes ahead then Tollgate Drive would be added to the regular patrol routes of the Civil Enforcement Officers.</p> <p>All properties within Tollgate Drive are included, there are alternatives to get permits for people without computers or smartphones.</p>

Tollgate Drive, Hayes

