



Democratic Services

Location: Phase II
Ext: 0636
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CMD No: 948

**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. Kevin Urquhart – Place Directorate
c.c. Perry Scott – Corporate Director of Place
Ward: Yeading

Date: 10 November 2023

Non-Key Decision request

Form D

Errol Gardens, Hayes – Objection to proposed ‘at any time’ waiting restrictions

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 Monday 20 November 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.

Amy Helps
Senior Technical Support Officer

Title of Report: Errol Gardens, Hayes – Objection to proposed ‘at any time’ waiting restrictions

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

Errol Gardens, Hayes - Objections to proposed 'at any time' waiting restrictions

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Deputy Leader of the Council & Cabinet Member for Property, Highways & Transport
Officer Contact(s)	Kevin Urquhart, Place Directorate
Papers with report	Appendices A and B

HEADLINES

Summary	To inform the Cabinet Member that objections have been received to the proposed introduction of 'at any time' waiting restrictions in Errol Gardens, Hayes and the adjacent junction with Barnard Gardens and Stratford Road.
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 associated with the recommendations set out in this report is £2,000
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Yeading

RECOMMENDATIONS

That the Cabinet Member:

1. Considers the objections received during the statutory consultation for the proposed installation 'at any time' waiting restrictions in Errol Gardens, Hayes and the adjacent junction with Barnard Gardens and Stratford Road for the proposals shown on Appendix A of this report.

2. Approves the installation of the proposed 'at any time' waiting restrictions in Errol Gardens, Hayes and at the adjacent junction with Barnard Gardens and Stratford Road as proposed and shown on Appendix A.

Reasons for recommendation

The recommendation reflects the views of residents who petitioned the Council for these measures, those that responded to the Council's formal consultation and the views of local Ward Councillors.

Alternative options considered / risk management

The Council could decide not to proceed with the installation of the 'at any time' waiting restrictions as advertised or amend the proposals.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The residents of Errol Gardens, Hayes recently petitioned, raising concerns regarding obstructive parking due to the narrow width of Errol Gardens. The petition had been signed by 40 residents representing 29 out of the 52 households within Errol Gardens. Petitioners suggested that the Council should consider installing double yellow lines on the right-hand side of the side of the road to prevent further problems with access.
2. Following investigation into the request, officers developed possible proposals for double yellow lines within the road with the intention that this could help remedy the access problems residents had described within their petition. In addition, and to help promote road safety, officers developed proposals for double yellow lines at the adjacent junction with Stratford Road and Barnard Gardens. A detailed plan of the resulting proposals that officers developed are shown on Appendix A of this report.
3. These proposals were agreed in principle with the Cabinet Member to be progressed to formal consultation. The proposals were also shared with the lead petitioner who agreed for these to be progressed to consultation instead of having to wait for the petition to be heard at a future hearing where the outcome was likely to be same.
4. Following the above, statutory consultation for the proposed double yellow lines as shown on Appendix A was undertaken between 13 September and 4 October 2023. During the consultation the Council received a total of four responses to the formal consultation. Of these two residents were broadly opposed to the changes and two were supportive of

them. Attached as Appendix B is detailed summary of the responses received during the consultation.

5. The main concern of the two residents who objected to the proposed restrictions was that they would reduce the amount of useable kerbside parking within the road; with the view that current arrangements should therefore remain as existing since obstructive parking was not seen, currently, to be an issue. However, by allowing parking on both sides of the Errol Gardens petitioners have indicated this is already causing problems with access. The road width of Errol Gardens is approximately five metres and as a result, there is not enough remaining road width to allow parking to take place on both sides of the road at the same time.
6. The two residents responding in favour of the proposal felt that the restrictions would help improve access due to the narrow width of the road as well as generally improving road safety at the junction with Stratford Road and Barnard Gardens.
7. A balanced response was received to the formal consultation; however, it should be remembered that when considering these responses there was significant support for restrictions demonstrated by the petition, which was signed by 29 households out of the 52 within Errol Gardens.
8. Officers have shared the comments received during the consultation and the above findings with the local Ward Councillors for this area. The Councillors have indicated that they continue to support the installation of the waiting restrictions as proposed to address the concerns raised by petitioners.
9. Therefore, after careful consideration of comments received from the statutory consultation and after seeking the views of the local Ward Councillors, it is recommended that the Cabinet Member agrees to proceed with the installation of the 'at any time' waiting restrictions as proposed in Errol Gardens, Hayes and the adjacent junction with Barnard Gardens and Stratford Road as shown on Appendix A of this report.

Financial Implications

The cost associated with the recommendations in this report, including advertising and road signs/line marking, is estimated at £2,000, to be managed within existing revenue budgets for the Transportation Service.

RESIDENT BENEFIT & CONSULTATION

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

The effect of introducing the proposed waiting restrictions in Errol Gardens, Hayes and the adjacent junction with Barnard Gardens and Stratford Road will ensure access and safety are maintained whilst retaining parking on one side of the road for residents.

Consultation carried out or required

Statutory consultation was carried out between 13 September and 4 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 introducing waiting restrictions such as that proposed in Errol Gardens, Hayes and the adjacent junction with Barnard Gardens and Stratford Road is set out in Part I of the Road Traffic Regulation Act (1984).

In exercising any of the powers under section 122 of the Road Traffic Regulation Act 1984, the Council have to consider their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.

These powers must be balanced with the concerns raised by the objectors pursuant to the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489), which requires the Council to consider all objections made (Regulation 13). The Council 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.

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, must be observed.

Further, where the Council does not wholly accede to any objection, it must provide reasons for this in its notification of the making of an order to any person that has objected pursuant to Regulation 17(3)) of LATOPR 1996.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

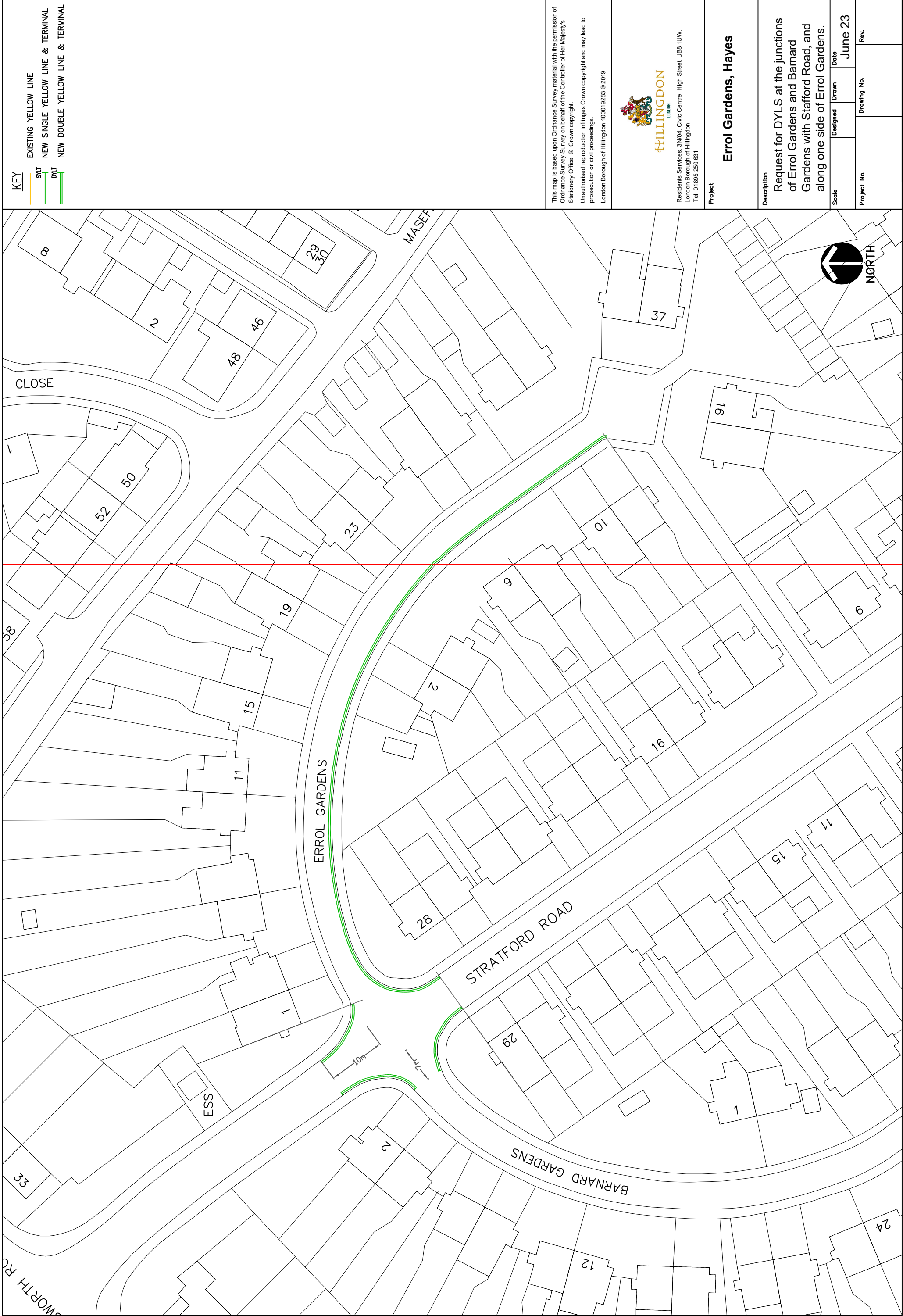
NIL

TITLE OF ANY APPENDICES

Appendix A - Plan – Extent of the proposed ‘at any time’ waiting restrictions in Errol Gardens, Hayes and the adjacent junction with Barnard Gardens and Stratford Road

Appendix B - Table – Responses to the formal consultation

Appendix A



Responses to formal consultation for proposed 'at any time' waiting restrictions in Errol Gardens and adjacent junctions

Address	Comments
Errol Gardens	I'm not a fan of this. I don't think it is necessary, so I would like to put my case against it. I have not witnessed any obstructive parking in this area, and I have been living here for the last three years.
Errol Gardens	<p>I would request not to have double yellow lines along the long kerb in Errol Gardens.</p> <p>Yellow lines will reduce the on street parking spaces for the seven 1st floor residences to just three spaces.</p> <p>The ground floor residents have all had drop kerbs fitted and park on their front Gardens so they don't have an issue.</p> <p>Currently it's not an issue but as residents change and children start to drive we will need to be able to park on the long kerb.</p> <p>The yellow lines at the junction with Stratford Road would be very welcome, sometimes it's very difficult to see to pull out.</p> <p>Thank you for your attention in this matter</p>
Errol Gardens	I am writing to offer my support for double yellow lines on Errol gardens. I am a resident who drives and I do believe that double yellow lines would be beneficial to our street which is already a slightly narrow road so, it would be better that cars don't park on the proposed side on Errol Gardens.
Stratford Road	<p>We are writing with regards to the proposal of double yellow lines in Errol Gardens and at the junction with Stratford Road & Barnard Gardens. Further to the letter received, we would like to confirm that we are also concerned of the obstructive parking witnessed in the area and strongly support the implementation of double yellow lines at the corners of the junctions.</p> <p>Unfortunately this is a very high traffic area, which would probably benefit as well from further restrictions (speed limit or speed bumps), as the flow of high speeding traffic makes it very dangerous for local children. Both junctions are often used to change direction by drivers, and -due to cars parked very close to the corner- there is no visibility, making it very dangerous as we have witnessed quite a few near misses and accidents due to this.</p> <p>We feel that the implementation of the double yellow lines would help the properties with front drives as it will clear the visibility and will make coming out of the property easier as often there are cars parked on each side of the drive and opposite that makes it really difficult to come in and out of the drive.</p>

Appendix B