



Democratic Services

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

c.c. All Members of the Public Safety & Transport
Select Committee
c.c. Aileen Campbell – Place Directorate
c.c. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Cavendish and Eastcote
and East Ruislip.
c.c. Conservative and Labour Group Offices
(inspection copy)

Date: 25 March 2022

Non-Key Decision request

Form D

EASTCOTE PARKING MANAGEMENT SCHEME 'ZONE E'- OUTCOME OF STATUTORY CONSULTATION ON A PROPOSED EXTENSION TO THE SCHEME

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 04 April 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.

Neil Fraser
Democratic Services Officer

Title of Report: EASTCOTE PARKING MANAGEMENT SCHEME 'ZONE E'– OUTCOME
OF STATUTORY CONSULTATION ON A PROPOSED EXTENSION TO THE SCHEME

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 & Transport

EASTCOTE PARKING MANAGEMENT SCHEME 'ZONE E'- OUTCOME OF STATUTORY CONSULTATION ON A PROPOSED EXTENSION TO THE SCHEME

Cabinet Member(s)	Councillor John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Aileen Campbell, Place Directorate
Papers with report	Appendices A, B, C, D, E and F

HEADLINES

Summary	To inform the Cabinet Member of the results of the statutory consultation carried out with residents on a proposed extension to the Eastcote Parking Management Scheme 'Zone E'.
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 in residential areas.
Financial Cost	The cost associated with the recommendations to this report is estimated at £10,000.
Relevant Select Committee	Public Safety and Transport Select Committee.
Relevant Ward(s)	Cavendish and Eastcote and East Ruislip.

RECOMMENDATIONS

That the Cabinet Member:

1. Notes the responses received to the statutory consultation on proposals for an extension to the Eastcote Parking Management Scheme 'Zone E';
2. Instructs officers to not take any further action in implementing an extension to the Eastcote Parking Management Scheme 'Zone E' in Boldmere Road, Chandos Road, Lime Grove and The Link due to an apparent lack of support expressed by residents for a scheme in these roads;

3. Instructs officers to progress with implementing an extension to the Eastcote Parking Management Scheme 'Zone E' in Lowlands Road between The Link and Devonshire Road, Maple Close and Meadow Way as seen in Appendix C;
4. Instructs officers to conduct statutory consultation on proposals to replace the residents bay in front of Nos. 7 and 8 Maple Close with a waiting restriction operational 'Monday to Saturday 9am to 5pm', as shown in Appendix E;
5. Instructs officers to conduct statutory consultation on a proposed extension to the 'at any time' restrictions in Maple Close, as seen in Appendix E;
6. Instructs officers to conduct statutory consultation on a proposed single yellow line in front of No. 12 Meadow Way to replace the existing double yellow line, as seen in Appendix E;
7. Instructs officers to conduct statutory consultation on a proposed single yellow line between Nos. 33 and 35 Meadow Way to replace the resident's bay, as seen in Appendix F.

Reasons for recommendations

The recommendations reflect the views of residents who responded to the Council's consultation and the views of local Ward Councillors.

Alternative options considered / risk management

The consultation with residents offered residents the option to maintain the current parking arrangements.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Cabinet Member for Public Safety and Transport will be aware of the petitions submitted to the Council from residents living on the periphery of the existing Eastcote Parking Management Scheme 'Zone E' and Eastcote Town Centre, requesting an extension to the scheme to include their road. The petitions explained that issues had arisen from non-residential vehicles parking all day and often for multiple days, resulting in parking becoming increasingly difficult for residents.

2. A petition with 21 valid signatures was submitted to the Council from residents of Lowlands Road with the following information:

“Due to daily parking congestion in the section of Lowlands Road between The Link and Devonshire Road, the residents are petitioning for an extension of the current Eastcote Parking Permit Scheme, for that section of the road.”

The desired outcome for the petition was for the Council to

“approve the extension of the Residents Parking Scheme, which is currently operational in neighbouring Abbotsbury Gardens, Devonshire Road and Boldmere Road, to the lower part of Lowlands Road”.

3. A petition with 20 valid signatures was submitted to the Council from residents of Meadow Way requesting the following:

“We the undersigned petition Hillingdon Council to implement a Residents Parking Scheme on Meadow Way free of charge! As car owners we already pay fees for owning and using a car and should be able to park in front of our own home for free. Owners should be allowed to park across the white line that is painted across the drive”

The petition provided further information:

“Increasing numbers of vans/lorries are parking in Meadow Way occupying more than a normal-sized parking bay, and this is causing restricted views of the road when trying to come out of our drives. They should not be allowed to park on any residential road anyway, especially overnight”.

4. A petition was also submitted to the Council from residents of Lime Grove. 97 residents signed the petition requesting an urgent review of parking controls in Lime Grove. The petition advised:

“We further request that parking is controlled in Lime Grove by way of parking limitations to stop those leaving vehicles whilst travelling to work from Eastcote Station. Many residents are affected and unable to park outside their own houses – all day – and this is becoming worse!”

All of the above petitions were heard by the former Cabinet Member for Planning and Transportation and as a result, all were added to the programme of works for informal consultation.

5. Informal consultation was carried out over a wider area agreed in liaison with local Ward Councillors, to see whether residents would support their road being included in an extension to the Eastcote Parking Management Scheme ‘Zone E’, which is operational ‘Monday to Saturday 9am to 5pm’. The results of this consultation were shared with local Ward Councillors and the Cabinet Member who based on the results, made the following decisions:

- Noted the responses received to the informal consultation for a possible extension to the Eastcote ‘Zone E’ Parking Management Scheme; and

- Asked officers to prepare a detailed design and formally consult on a Parking Management Scheme with residents in the roads who support the extension of 'Zone E', following discussions with local Ward Councillors.

The roads which indicated support for an extension to the scheme and were therefore included within the proposal for formal consultation, are shown on a location plan attached as Appendix A.

6. Detailed plans were prepared for an extension to the Eastcote Parking Management Scheme 'Zone E', and the statutory consultation lasted for a period of 21 days. The proposals were advertised in the usual manner; residents included within the proposed scheme area were delivered a detailed scheme design for their road and information letter which explained how residents can make their views known to the Council, indicating whether they support the scheme as proposed, have any suggested modifications, or object to the proposals. Public notices were also displayed on site as well as being published in a local newspaper.

7. Numerous responses were received during the 21 day consultation period via letter and emails. A breakdown of the comments received and officers' responses where relevant are attached to this report as Appendix B. A summary of the main points which were raised can be found below in the body of this report.

8. A common comment received from residents was that they did not want a single yellow line in front of their driveway. However, as the Cabinet Member will be aware, legislation states that within a Parking Management Scheme the whole highway needs to be covered by a single yellow line where there is not a parking bay or double yellow line. This means that during the operational times, no-one including residents are permitted to park on the single yellow line even when across their own dropped kerb. Comments were also received in regards to the cost of permits, even requesting additional complementary resident's permits and visitor vouchers; the fees for permits and vouchers are set by 'Full Council' meeting and beyond the scope of this report.

9. In Lime Grove, a significant number of residents living in the road took the opportunity to respond to the formal consultation, with an overwhelming majority of comments objecting to an extension to the scheme. Most of the comments explained how residents had not noticed a need for a scheme in the road as there is already ample parking for residents. Some comments even advised how a scheme would inconvenience residents and cause difficulty for those without access to off-street parking. 41 identical letters with residents' door numbers, names, signatures and the statement '*As a Householder in Lime Grove, Eastcote I strongly object to the proposals to extend the Parking Management Scheme proposed for Lime Grove*' were also received. Both residents and non-residents expressed concerns for allotment holders who usually need a car to transport heavy and bulky equipment, and within the proposed scheme would be unable to park in front of the allotment entrance between 'Monday to Saturday 9am to 5pm'. There were similar concerns raised for people who may want to make use of Warrender Park, who would need to find a local car park or more likely try to find a nearby unrestricted road to park in to visit the green space during the operational times of the scheme, unless a resident in 'Zone E' or visiting someone in the road and

therefore have a valid permit or visitor voucher to display. Comments received regarding Lime Grove also advised how some residents were more worried about the speed of vehicles travelling down the road. In 2017 a 24/7 speed survey was carried out, which concluded that the 85th percentile was less than 30mph and therefore no further action was taken. However, due to the number of concerns raised for safety these comments have been shared with the Council's Road Safety Teams to keep the traffic speeds under review.

10. As seen in Appendix B, a number of comments were also received from residents in the Pembroke Park estate, north of Lime Grove, objecting to the scheme. The responses advised that residents were worried about a possible displacement of non-residential parking in the estate where parking is already at a premium. Residents from both Lime Grove and the Pembroke Park estate also commented that a reduced number of cars parked in the road could potentially result in vehicle speeds increasing. Based on the number of objections received from residents of Lime Grove, Ward Councillors recognised that on the whole residents are happy with the current parking arrangement and have asked that no changes are made in Lime Grove at the present time.

11. In Boldmere Road, the majority of responses received to the formal consultation were against a scheme being implemented. A common objection was that the proposal is too excessive in response to the parking issues being experienced by residents. The responses highlighted that problems are often caused by parents whose children attend Cannon Lane Primary School and park in Boldmere Road and Boundary Road, where one of the school entrances is located. Residents advised that an increased number of parents park over their driveways which has become problematic, and often leave their engines running for some period of time. As seen in Appendix B, some residents in support of an extension to the scheme believe that it would help deter parents from parking in the road, whereas others said a scheme would not make a difference as it is a problem for only a small portion of the day and parents could just drive off to avoid receiving a PCN, as a scheme *'won't stop parents coming to pick up their children'*. On the contrary, residents who were against the proposals advised that this along with commuter parking is not even a problem they have experienced, as generally there is always parking spaces available for residents and their visitors. Following discussions with local Ward Councillors it is recommended that no changes are made to the current parking arrangements in Boldmere Road at the present time.

12. In Chandos Road, the Council received six responses to the formal consultation, the majority of which objected to the proposed extension. One comment in support of the scheme advised that it would *'stop damage to our grass verge and improve traffic flow'*, however in contrast, other residents felt that the road is too narrow to benefit from a Parking Management Scheme. Although the proposed bays are indicative of where cars were currently observed parking when officers were on site designing the scheme, most of the comments received advised that bays opposite residents' driveways would cause difficulty for residents with access and egress to their driveways. Some residents even requesting the bays be removed which would further reduce the parking availability. Residents in Boundary Road were also concerned about their road and expressed that if a scheme were to be implemented in Boldmere Road and Chandos Road, the congestion in Boundary Road, particularly during drop-off and pick-up times, would worsen the parking situation in the

already narrow road. Based on the comments received, local Ward Councillors feel that there is not enough support to mandate a scheme in Chandos Road and it is therefore recommended that this road is not included in an extension to the Parking Management Scheme 'Zone E'.

13. As seen in Appendix A, only Lowlands Road between Devonshire Road and The Link were included in the proposal. As mentioned previously, residents in this section of Lowlands Road petitioned for a scheme, however during the informal consultation the Council gave households in the whole of Lowlands Road the opportunity to advise whether they would support their road being included in a possible extension to the scheme. The results showed a concentration of support in the lower end of the road where the petition originated, but the majority of residents in the rest of the road indicated they would prefer no changes. As seen in Appendix B, the majority of residents who were formally consulted indicated support for the proposals, with six out of the eight residents who took the opportunity to respond advising that all-day non-residential parking is still a problem and a parking scheme would help prevent commuters parking in front of residents' properties throughout the day. The comments also advised that it would help deter residents living in roads already included in the existing Parking Management Scheme 'Zone E' from parking their additional vehicles in this section of Lowlands Road perhaps to avoid the cost of additional permits or vouchers. Roads such as Devonshire Road currently benefit from being included in the Parking Management Scheme 'Zone E'; the two comments objecting to the scheme advised that just as the parking problems from Devonshire Road were shifted onto Lowlands Road, they were concerned that adding just part of Lowlands Road to the scheme would just push the parking problems to the other end of road.

14. As seen in Appendix B several responses were received from residents outside of the proposed extension in Lowlands Road, strongly objecting to the proposals. The main concern included the displacement of non-residential parking. Commuters and visitors can currently utilise parking in Lowlands Road adjacent to Lowlands Club as well as The Link which has just one residential property. The general view of these residents who took the opportunity to comment was that they were shocked at the proposal and felt it was unfair that they had not been sent a letter detailing the plans. As per Council practise, residents who are directly affected by a proposal are sent a letter during the formal consultation and the plans are advertised via site notices and the local newspaper for the public to view and comment on. The Council fulfils its legal obligations set in national legislation when consulting on the Traffic Order process. Some comments advised that their side of Lowlands Road should also be included in the proposal, however as mentioned earlier in this report, the Cabinet Member decision was made to not take any further action in this section of the road due to the lack of support from residents during the informal consultation. If residents feel that a Parking Management Scheme would benefit their road then residents are invited to petition the Council for a scheme which could be considered by the Cabinet Member. All of the comments received to the formal consultation for a proposed extension to the Parking Management Scheme 'Zone E' to include Lowlands Road between Devonshire Road and The Link have been shared with local Ward Councillors. Based on the responses, Ward Councillors felt that a solution should be sought to benefit both the residents who petitioned the Council for a scheme to help tackle the problem they are experiencing, as well as people who need to park close to Lowlands Club and the town centre without just transferring the

parking problem onto other residents. Ward Councillors have therefore asked officers to implement an extension to the Parking Management Scheme 'Zone E' in Lowlands Road between Devonshire Road and The Link, but only on the road directly in front of the houses as seen in Appendix D, thus leaving the road adjacent to the club unrestricted for both residents and visitors included and not included within the scheme to utilise. Ward Councillors also agreed that no further action is taken in The Link.

15. There were no objections received from residents in Maple Close. Although, the Council did receive a request for the whole of Maple Close to be covered by a single yellow line to create a *"third party ban on street parking in the close"* due to the current difficulties delivery vehicles and refuse lorries experience. A resident from Meadow Way also asked if the double yellow lines in Maple Close can be extended, to prevent drivers parking in front of their gate which often causes difficulty with access due to vehicles often parking on the kerb. Removing the parking bay in Maple Close adjacent to 16 Meadow Way would remove a considerable amount of parking, and the aim of a Parking Management Scheme is to maximise the parking availability for residents. Ward Councillors advised that a scheme should be implemented in Maple Close however in light of the concerns raised by residents, it is recommended that officers first conduct formal consultation on the proposed amendments as seen on the plan attached as Appendix E.

16. In Meadow Way, the majority of responses indicated support for the proposed scheme in the road. As seen in the responses attached as Appendix B, one comment outright objected to the proposals as the householders advised they do not experience problems with parking in Meadow Way or Maple Close and had concerns over where staff of the local shops and services in Field End Road would be able to park. The same comment also objected to the extra street furniture and signage advising that this would diminish the aesthetic of the road. There are legal requirements regarding signage within Parking Management Schemes; Zone Entry and Zone Exit signs must be placed in a road when entering and exiting a Parking Management Scheme Zone and permit holder only signs are placed next to permit holder only bays so it is clear to residents and non-residents who can park in the bay and during which times. One response to the formal consultation asked for the double yellow lines to be shortened so that their driveway could be covered by a single yellow line instead. This is something that officers can investigate further, although it is worth noting that the Council's Parking Enforcement Team can already undertake enforcement action` on a vehicle parked in front of a multiple use driveway. Appendix F also shows that one bay has been removed outside Nos. 33 and 35 Meadow Way due to the construction of new dropped kerbs which were not in place when first designing the scheme. Local Ward Councillors advised that an extension to the Parking Management Scheme 'Zone E' should be implemented in Meadow Way, but it is recommended that formal consultation is first conducted on the proposed amendments to the scheme as seen in Appendix E and F.

17. All of the comments received to the formal consultation have been reported to local Ward Councillors who concur with the recommendations set out in this report.

Financial Implications

The 2022/23 Capital Programme approved by Cabinet and Council in February 2022 includes a budget for the Parking Management Scheme capital programme of £120k.

The estimated cost associated with the recommendations detailed above is £10k. This could be funded from the Parking Management Scheme capital programme, subject to the capital release protocols.

RESIDENT BENEFIT & CONSULTATION

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

The recommendations will allow the Cabinet Member to make a decision based on the responses received during the statutory consultation and the views of the local Ward Councillors.

Consultation carried out or required

Statutory consultation was carried out between 10th March to 31st March 2021 by the insertion of public notices in the local newspaper and displayed on site. Further statutory consultation will be needed on the proposed amendments as set out in the recommendations.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications above, noting that the estimated cost associated with the recommendations detailed above of £10k will be fully funded from the Parking Management Scheme 2022/23 capital programme.

Legal

The Borough Solicitor confirms that there are no legal impediments to the Cabinet Member agreeing the recommendations set out in the report which are in accordance with the consultation outcome.

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 of the proposed extension to the Parking Management Scheme 'Zone E'.

Appendix B – Tabulated results following the comments received to the formal consultation.

Appendix C – Location plan showing the area included in the Eastcote Parking Management Scheme.

Appendix D – Detailed scheme design to be implemented in Lowlands Road.

Appendix E- Detailed scheme design showing the proposed amendments to Maple Close and Meadow Way closest to the junction with Hawthorne Avenue.

Appendix F - Detailed scheme design showing the proposed amendments to Maple Close and Meadow Way closest to the junction with Field End Road.

Responses received to the formal consultation on a proposed extension to the Eastcote Parking Management Scheme 'Zone E'

Road	Comment
Boldmere Road	<p>Support</p> <p>The current restrictions to Boldmere Road from North View to The Link have resulted in a large volume of commuter parking in the rest of the road. Careless parking frequently makes access to my own property very difficult. I very much look forward to the implementation of the proposed parking scheme to the whole of Boldmere Road.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>Although we get some parking for the tube, it is not a major issue. The road is wide and not congested at any time. The scheme will mean extra street furniture and yellow lines, and having to provide permits and vouchers. I would prefer an hour of no parking if we have to have anything at all. I consider it unnecessary in the circumstances.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Support but the times are excessive.</p> <p>Whilst I agree with the proposal I believe the hours are too excessive.</p> <p>The main concern I have is Saturday hours which is unnecessary.</p> <p>Close to where the controlled parking zone currently ends, a lot of commuters do park around this part of Boldmere all day and makes it difficult for residents to leave their driveways.</p> <p>Could the Council consider a restricted time per day, 10am-11am? This would stop commuters parking all day and still allow school drop off/pick ups.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>1. The proposed hours are far too excessive, they do not need to include Saturdays or be 9am-5pm. I would instead suggest Monday to Friday 2pm-3pm. The main issue is commuters parking to access Eastcote station. A 1 hour, 5-day scheme is all that is needed to deter such people from parking. Proposed hours and days will affect family and visitors. As a young family with a baby, this will have a significant ability on extended family coming to visit and support.</p> <p>2. The suggestion of residents getting 1 book of vouchers a year is not reasonable and will act as a deterrent for visitors.</p> <p>This feels like a means of further charging us to have visitors and additional revenue-generating bureaucracy from the Council.</p> <p>The proposals seem to be more focused on targeting residents in preventing visitors and generating revenue rather than tackling problem of commuters accessing the station.</p> <p>Officer's response: Considered as part of this report, see paragraph 8 and 11.</p>
Boldmere Road	<p>Object</p> <p>I would like to express my concern over the proposed parking scheme you wish to introduce.</p> <p>I am not sure why you are doing this. There are no problems on this road with parking. In fact there are often many spaces during the week days/ Putting yellow lines is totally unnecessary and just adds additional costs to the people that live here where we need to get permits for the bays. I would not be able to park outside my own house!</p> <p>Let me be clear, there is not even a parking problem around here.</p> <p>And even if you did do something, why would you include Saturdays too? Madness</p> <p>Also, people need to pick up kids at the nearby schools....are you trying to penalise them too?</p> <p>Please do not implement this ridiculous scheme around this area when it is not warranted</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>Even though I disagree with the new parking restrictions, I cannot understand why they will be in operation on Saturdays which is the time families and friends visit and people will not be travelling to work. Also no school runs. Boldmere Road is a quiet road anyway.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Support but times are excessive</p> <p>The parking problem is caused by commuters leaving their cars all day walking to Eastcote Station and by parents dropping off and picking up their children from Cannon Lane School.</p> <p>The parking difficulties are thus severe Monday to Friday.</p> <p>I would like the current proposed scheme to EXCLUDE Saturdays.</p> <p>My main preference would be for a parking scheme that imposed restrictions for one hour a day to discourage commuters while allowing residents to receive visits from family, friends and carers without the need to supply a parking vouchers.</p>

	Officer's response: Considered as part of this report, see paragraph 11.
Boldmere Road	<p>Support but times are excessive</p> <p>Whilst I agree with the restrictions I feel that Saturday is quite excessive. Boldmere Road is relatively uncongested and the main problem is the school run. Restrictions should run from 8:30am-4:30pm Monday to Friday.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>I consider the proposal to be excessive and unwarranted.</p> <p>I would prefer restrictions to be for a single hour during the middle (say 11am-12pm) of weekdays only to avoid commuters parking here all day - similar to parking restrictions in Pinner.</p> <p>I do not consider school drop offs and pickups to be a major problem and are reasonable.</p> <p>The proposed restriction times would impact residents having visitors during the week and especially at weekends adversely and would have a negative impact for residents.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>It would make my existing difficulties with parking near my own home, even worse.</p> <p>I am approaching my senior years and my sever arthritis is getting worse not better. I have a disability badge at this time and I am struggling with Hillingdon Council re.parking. Over the past two years or so they have surrounded our property with bollards, double yellow lines and have refused permission to extend our neighbour's dropped kerb so that I can enter our driveway safely, the only way at the moment is over our neighbour's driveway which isn't always possible. Thankfully we have understanding neighbours. Even our garage at the rear of our property is partially blocked with a bollard right next to the drop kerb making it impossible for us to do a left turn our from our garage. We are a three car family and would be severely penalised if this scheme was brought into play, everyone else on our street can use their own driveways except ourselves! It is really unfair, we also cannot afford to pay for the extra parking permits, we are struggling enough moneywise with the fallout of this pandemic. Please can I ask this does not go ahead, or if it does please could we have three free parking permits instead of the one as we cannot use our own driveway, through no fault of ourselves. I cannot understand why the Council cannot make an exception to the rule re a dropped kerb near a tree, they seem to allow everyone else in the Hillingdon Borough to have one near trees, there are special ways of constructing them near to trees, I've done the research, I know.</p> <p>Also the hours proposed are excessive 9am-5pm Mon-Sat! Firstly why a Saturday?? and why the whole day? just make it school drop off and pick up times, this is when parking becomes difficult.</p> <p>Officer's response: The Council's policy regarding dropped kerbs is beyond the scope of this consultation. Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>This scheme seems completely excessive.</p> <p>I have been a resident of Boldmere Road myself for the last 15 years and have not had any issue with parking during the hours of the proposed scheme.</p> <p>The only time there is any issue is during the school drop off and pick up times, but even then it's only for a very short period of time.</p> <p>I'm very concerned that the proposed parking scheme will cause more residents to fully pave their driveways and negatively effect our environment in an effort to avoid costs and problems caused this scheme.</p> <p>Please study the 2 photos below taken at 11:40am taken showing both directions of Boldmere Road from the same point near my property. The parking is not congested at all and there are many visible spaces.</p> <p>I believe it is not necessary at all, given the quiet nature of the road and that the suggested controlled parking hours, especially Saturday are excessive and unwarranted.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>I consider this proposal to be excessive and in addition Saturday restrictions seem completely unwarranted.</p> <p>I do not consider there to be an issue with regards to parking during these times, most of the busy periods are around the school drop off and collection times which I consider to be reasonable.</p> <p>The proposed times would impact residents having visitors during the week and especially at weekends adversely and would have a negative impact for residents and potentially property valuations in the area. I also have concerned about tradesman being able to work on local properties without the need for dispensation.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>

Boldmere Road	<p>Support but with changes</p> <ol style="list-style-type: none"> 1. I have no problem with the school drop off time in the morning as the cars come and go quickly. 2. In the afternoon pick up time for the school there is a serious problem due to the attitude of some drivers. They park across drives and on yellow lines at Chandos Road and get aggressive when you ask them to move. I am not saying that this would have happened in the case of this photo as I no longer ask, but as you can see it is completely across my neighbour's drive and partly my own making it impossible to get out of my drive. 3. The afternoon school drivers also leave their engines running in winter or summer for heating and cooling for a considerate period of time as they quite often arrive 1 hour ahead of school pick up time. 4. There have also been cases where cars have been parked for 1 to 2 week and the drivers picked up by taxi and I believe this is for Heathrow. 5. My preference would be to have 2 hour general parking zone for Boldmere with residents permits. 6. The Link should have permits on one side and free parking on the other. 7. Devonshire should also have free parking on one side where the gardens are with access to the garage in that section. 8. Boundary Road should have been included in the scheme as it can be extremely difficult to drive down there with the inconsiderate parking on both sides. Emergency vehicles would be likely to have a problem in that road. <p>It is with regret that I support the scheme but would prefer if the above changes could be implemented.</p> <p>Officer's response: There are no plans to amend the existing scheme in Devonshire Road. The results of the informal consultation indicated that residents of Boundary Road did not support being included in a possible scheme, and were therefore not included in the formal consultation. Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>I consider this proposal to be excessive and in addition Saturday restrictions seem completely unwarranted.</p> <p>I do not consider there to be an issue with regards to parking during these times, most of the busy periods are around the school drop off and collection times which I consider to be reasonable.</p> <p>The proposed times would impact residents having visitors during the week and especially at weekends adversely and would have a negative impact for residents.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Support but prefer an additional hour in the morning</p> <p>We have had many incidents of drivers parking inconsiderately and even blocking my drive. There have been particular issues with parents blocking my drive when picking up or dropping off school children. Some people become abusive and unpleasant when confronted and threats are sometimes made.</p> <p>The proposed hours would still allow the morning school run drop offs. Would you be able to extend the hours to 8am-5pm to include morning school run parents?</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <ul style="list-style-type: none"> -Commuters do not tend to park at the far end of Boldmere Road so this is not an issue. -With the intended markings on the plans we end up with less parking which actually will not be enough for all the resident's cars and this in itself will cause stress and anxiety as well do not want to park far away from our homes. Being a shift worker this is really not acceptable. -It does not stop morning traffic - the parking across drives and congestion that is caused. -If more residents pave over their drives this will lead to more localised flooding and aesthetic will look diminished. <p>The actual problem is school traffic...as mentioned who constantly park across drives and cause congestion. If you send a traffic warden regularly this can be stopped and penalties applied to the offenders.</p> <p>This scheme does not solve any issues or problems but rather creates them and pushes traffic and parking onto Boundary Road which is already narrow and reduces overall parking.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Support</p> <p>The proposals will prevent unwanted parking on the road before, during and after the school day. I also hope that it will discourage multiple car ownership per household, which causes very congested parking at all times and is not particularly environmentally friendly.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>

Boldmere Road	<p>Object</p> <p>At our end of Boldmere Road, while we do have a small issue with commuter parking that use Eastcote underground, the far greater concern is the daily term time traffic and congestion generated by the secondary rear entrance to Cannon Lane School. On and near the bend between Boldmere and Boundary Road, we have had several traffic/parking incidents for many years, particularly since the school increased its capacity. The issue is that parents/ guardians who drive to drop off and collect children park and obstruct private driveways and /or park dangerously. There have been several disputes and arguments going back a long time. This includes near misses where children have almost been knocked down.</p> <p>I do not believe it will affect the school parking issues. The behaviour of these people over a long period would suggest that yellow lines will not deter them from 5-15 min illegal parking stints. Whilst there would be no material benefit, there would be a significant loss of parking capacity for residents. The freedom to park sensibly on the public carriageway and/or across private driveways means that residents park very efficiently, freeing up spaces and providing maximum utility and free access in/out of driveways. Dedicated parking bays would significantly reduce parking capacity and cost residents money in the medium/long term.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Support</p> <p>1. We have experienced increased traffic as nearby Cannon Lane School has expanded. This equates to 210 extra children per day which means (assuming 2 kids per family) 110 cars extra per day. This has results in extraordinary levels of parking issues in the morning from 7:45am to 9am. Parents drop off early for breakfast club and even park on double yellow lines just past the camera outside the school alley. Afternoon pick up is much worse. They park at 2:30pm often blocking my drive and lots of residents' drives. Pick up starts are 3:10. Parents leave engines on for 30-40 minutes before getting out to pick up their children. The pollution is causing my heath issues to worsen, I have increasing breathing and coughing issues now.</p> <p>There have been altercations with parents. We have been verbally assaulted and sworn at and parents have driven off with comments like 'we know where you live'.</p> <p>2. There are residents on the road who will be against this because they have two cars which is also causing lots of congestion. They could pay for their front gardens to be paved and park 3 cars. Also heard complaints that visitors will need vouchers during the times. Your car permit charges are reasonable and I don't understand residents resentment in paying a meagre £100 for the second permit and £120 for the third. The first permit is complementary!</p> <p>3. There are residents who don't work and therefore don't step out until 9am-10am. They don't have children to drive to school and don't work, they are totally unbothered by blocked drives by parents. Most of us are working people who drive their cars, park in their drive, go to work and drop and pick up our children. Why are residents being threatened, bullied, police being called, unnecessary aggravation, stress, pollution increased, health issues increasing?</p> <p>4. The top end of Boldmere Road which does have restrictions has no such daily problems.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>Boldmere Road is a quiet road with plenty of parking for residents. Parking is well ordered here and a scheme is not necessary to manage the parking from non-residents. I can honestly see I have never seen non residents park their cars for the day down this part of the road.</p> <p>If the permit scheme goes ahead this will reduce the amount of kerbside parking available and create more problems for us as the bays will take up more space.</p> <p>Our end of the road only gets busy during the school term on weekday pick up times between 3pm and 3:25pm and then it very quickly clears again.</p> <p>I feel a permit scheme will only increase the number of mums and dads pulling up to pick their children up. It won't deter them and with less kerbside space, they will end up blocking our drives.</p> <p>On Saturdays the road is virtually deserted. No restrictions are needed at all then. Why has this been added in at all?</p> <p>Please reconsider and cancel your proposals to extend the scheme to Boundary Road end of Boldmere Road. I believe that the parking functions smoothly at this end of the road.</p> <p>I would suggest that the petition raised over 2 years ago may not be an accurate reflection as to how things actually are in Boldmere Road today.</p> <p>The school finished for the day at 3:15pm and all the kids have been safely picked up already. No parking problems and plenty of space. There are no non-residents parking for the day either. As we have Cannon Lane school to content with at this end you have special circumstances to consider.</p> <p>If a scheme comes in it will cause congestion as the parking bays will give a finite number of spaces. It won't stop parents coming to pick up their children. With a lack of legal parking and they block more drives whilst they wait to pick up their children.</p> <p>This proposed scheme has really stirred up local public feeling,</p> <p>Lots of ideas flying back and forth on social media, where is the physical proof that a scheme is needed in the first place? How many people originally raised this as an issue in the first place?</p> <p>Are these people still living in the are or have they moved?</p> <p>All sounds very vague to me.</p> <p>Myself and my neighbours would like to meet our Ward Councillors face to face to further discuss this issue.</p> <p>These are unusual times with Covid etc and we want to put our case firmly to them in person.</p>
	<p>Officer's response: The petition report and report on the results of the informal consultation can be viewed on the Council's website. Considered as part of this report, see paragraph 11.</p>

Boldmere Road	<p>Object</p> <p>I understand there is parking issues in Eastcote being a resident. However the extension of the parking permit extension I feel does not serve the residents very well. Yes we need to stop commuters using out streets for parking and leaving their cars parked all day. Parents do not park with any thought to the residents. They park across driveways and park dangerously too. The corner of Boldmere Road and Boundary Road used to have a camera with parking restrictions to stop them parking during certain hours. The camera has been removed and I am sure has not been returned. Parking restrictions during the school stop off and pick up should be taking into account. But you appear to only be dealing with the afternoon pick up. I have not had a chance to look at the plans but I have been told that I due to get double yellow lines outside my house. If this is the case? How is that going to affect me? So the occasional time I need to park off my drive outside the house on the road I won't be able to in case I get a ticket? Also it is unnecessary to include a Saturday as part of your scheme this will only have more of an impact on the residents and visitors to the residents. This is totally unnecessary.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>I question the necessity. For the vast majority of the time there is no parking problem in the roads due to be affected. The only time any problem does exist is fairly briefly, early in the morning and mid-afternoon, due to traffic connected with the back entrance to Cannon Lane School. But it's difficult to see which such a scheme would achieve. In the case of school traffic, it can hardly be displaced, and from observation, in most cases the drivers stay in the car waiting for the pupils. It can only be assumed they will continue to do so, waiting in the residents bays and ready to move off if a warden appears! Far better would be to instigate regular warden patrols now, and ticket cars that block such driveways - this is by far the main source of irritation to myself and other residents of Boundary and Boldmere Road.</p> <p>I cannot see any justification for making the restrictions 9-5 and Saturdays. The general feeling amongst my neighbours is that if such a scheme had to be introduced, it does not need to be all day, and does not need to be applicable on Saturdays at all. If the Council feels it must persist with any scheme, I can only request it reconsiders timings, and possibly limit any scheme to one hour every weekday (not weekends). That is very common elsewhere, and stops both commuter and long term parking, whilst inconveniencing residents far less than what is currently proposed.</p> <p>Bearing in mind that most residents do not see a current problem that necessitates such a scheme, it also concerns me that such will have a displacement effect and actually create a problem nearby and actually create a problem where non exists at the moment - most obviously in Boundary Road at school start/finish time.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <p>I am resistant to such a move for the following reasons:</p> <ol style="list-style-type: none"> 1. I can attest that we don't get many commuter parking at this end of the road, so question why anyone around here would want this extension. If further up Boldmere Road i.e. west of The Link, agree to it, then that will as a consequence push commuter parking further down our end. So effectively Hillingdon Borough will have created a problem where no problem existed before. 2. I would question the amount of commuter traffic you are anticipating, given that as a result of the pandemic a lot of workers using the Tube to go into work are likely to either carry on working from home or decrease the number of times they use the trains. 3. The only people you will effectively 'catch' and therefore penalise are our own friends/family visiting on a Saturday which seems unfair given that most of us don't want this scheme. 4. I have also noticed the increase in front gardens being paved over in order to park multiple cars on drive ways. This scheme is likely to encourage more of this type of paving and will potentially cause flooding issues as our drainage system, derived of the natural green drainage of gardens will be unable to cope. 5. The main problem we have at this end is the school in the morning and afternoons. This is a mild inconvenience for most of us, provided people don't stop in front of driveways. This scheme does not address the issue which has been a concern of ours for many years, not least because it is dangerous to children making their way to school, but also clogs up Boundary Road which is already a narrow road with few parking/overtaking spaces. <p>Overall I am not in favour of this scheme but if you go ahead, please consider decreasing the operational times to Monday to Friday and not Saturday so that we - the actual residents - are not penalised unfairly.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Boldmere Road	<p>Object</p> <ol style="list-style-type: none"> 1. I am not sure of the need for the restrictions at all especially as far up as the bend into Boundary Road as we have never had commuters parking here in the 30 years we have lived here, and when the pandemic restrictions ease I imagine less and less people will commute as working from home remains popular. 2. More importantly the hours are unnecessarily long. <p>A two hour period during the day Monday to Friday would be ample to deter commuter parking and still enable parents to drop off and pick up their children.</p> <p>Absolutely no need for restrictions on a Saturday unless the Council want to get extra money from visitor vouchers.</p> <p>I worry about using up vouchers quickly with visits from carers for health issues and tradesmen.</p> <p>The problems in The Link re safety and difficulties caused by commuter parking on both sides of the road and as there is only one house there I am not sure you would consider making that permit parking. If not maybe make parking on one side only.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>

Boldmere Road	<p>Object</p> <p>The part of the road affected does not currently have a parking problem. Cars that are parked on the road help to slow the traffic down, maintaining the pleasant atmosphere of a tree-lined road with attractive front gardens. There is plenty of space for visitors and workmen to park when necessary. There is not a problem with commuter parking as we are 10 minutes walk from the station.</p> <p>I feel the proposed scheme would have a detrimental effect for several reasons.</p> <ul style="list-style-type: none"> -Residents parking bays might reduce the number of cars parked on the road, but this would increase the speed of traffic. -More residents will be forced to pave over their front gardens to provide parking space. This will have a negative effect on wildlife and air quality and general ambience of the road. It also greatly increases the risk of flooding. -School parking in the afternoon will all be forced onto Boundary Road which is very narrow and does not have the capacity for extra parking. Parents will park across residents' drives causing more inconvenience. -The 9-5 Monday-Saturday restrictions will affect a lot of people with visitors and workmen. Anybody having work done in their house will have the extra expense and inconvenience of organising visitors parking permits, as the restricted hours are so long. The inclusion of Saturday seems unnecessary as there would be unlikely to be any commuters on a Saturday. <p>If the Council feels a parking scheme is absolutely necessary in Boldmere Road, we think it would be better if the restrictions were limited to just one hour during the day Monday-Friday to discourage all day parking by commuters/holiday makers going to the airport. Any more would cause problems for residents.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Chandos Road	<p>Object</p> <p>The restrictions are not a solution to the problem but merely moves it elsewhere. There parking restrictions have slowly spread further and further away from the station with the result that it just moves the problem elsewhere. Rather than introducing these schemes, which have an adverse impact on local people, why don't you start addressing the real issue of providing adequate parking at the station at a reasonable price. You also state that you have overwhelming support for the scheme. Could you please provide me with evidence for this? Having spoken to several local residents there does not seem to be anyone who wants the scheme.</p> <p>If the aim is to prevent people parking here for the station why does the time restriction need to be from 9 to 5? A simple 1 or 2 hour slot in the middle would prevent most people from parking for the day and still enable visitors to park without the need for expensive permits. This would also reduce the time needed for enforcement officers to visit the area resulting in reduced ongoing operational costs.</p> <p>I am also concerned that the proposed restrictions also reduce the number of parking spaces available down the road for roadside parking thus putting additional pressure on the limited parking in the area.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Chandos Road	<p>Object</p> <p>The proposed resident parking bay opposite my driveway will make access to my driveway difficult.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Chandos Road	<p>Object</p> <p>I often have visitors visit me and I object to the new scheme which will not allow me or my friends to park outside my house. If cars are parked opposite my drive it does make it difficult for me to turn in and out of my drive.</p> <p>The proposals are suggesting residents parking right opposite my driveway which makes it difficult to turn and manoeuvre in and out. I like to be able to park outside my house and the thought of not having this freedom to do this is upsetting. At the moment I sometimes have cars parked opposite and it causes me stress as I am fearful I will hit the car while driving in and out. I do not like the freedom to park outside my house being removed.</p> <p>This is my problem with 2 cars on my drive it is difficult to reverse out of my drive when two cars are parked opposite. I attach some photos for you. I would prefer there not to be a parking bay opposite my drive. If residents parking bays are to be introduced can they not be the other side of the road? Can they not be outside my house?</p> <p>The diagrams sent out with the planned parking bays are not clear. Will there only be space for one car to park opposite my drive?</p> <p>It would be better for me and safety for access if only parking for one car is allowed opposite my driveway. Please confirm this.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Chandos Road	<p>Support</p> <p>The sooner the better. I have a car and a motorcycle.</p> <p>Will stop damage to our grass verges and improve traffic flow.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Chandos Road	<p>Comment</p> <p>My road is quite narrow. Your proposed parking bay opposite my driveway would potentially greatly restrict car access to my forecourt. It would encourage people to park opposite my house. When driving from the main road I would be unable to turn right. It would be impossible to back out of my property in order to travel towards Boldmere Road. None of my neighbours would be restricted in this way.</p> <p>At present, neighbours and visitors don't park opposite my driveway out of courtesy, so as not to cause an obstruction. I would like you to reconsider your plans and place a yellow line opposite my driveway instead of any parking bay.</p>

	Officer's response: Considered as part of this report, see paragraph 12.
Chandos Road	<p>Comment</p> <p>There is a bay set back slightly from the road. This area has not been a designated parking permit bay but I believe it would be better for me as a home owner on the street and for flow of traffic on the road if these areas were permit bays rather than the area in front of number 15 and number 11.</p> <p>Cannon Lane School in this area - the parents use the surrounding roads to park when collecting their children. Is it necessary to have the parking restriction hours so long? I have seen in Pinner there is a restriction for a few hours in the middle of the day. This would mean that people can not leave their cars for the day while they use the station or go on holiday but parents will be able to collect children from school.</p>
	Officer's response: Considered as part of this report, see paragraph 12.
Lime Grove	<p>Object</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Comment</p> <p>I note that a single yellow line has been put between my house and my neighbours. There is ample space available to put another permit holder bay. We also note that the single yellow lines are being painted across the dropped pavement area and thought these would have been white as it is common knowledge that you should not park across these areas.</p>
	Officer's response: Officers normally leave at least a 0.5m gap between the top of the drop and start of the bay to avoid driveways being blocked by overhanging vehicles.Considered as part of this report, see paragraph 8 and 9.
Lime Grove	<p>Object</p> <p>I strongly feel there is no purpose or gain by introducing this extension.</p> <p>There is no parking problem to address as the cars that park in Lime Grove live here, on returning home from my travels late in the evening, I can always find a place to park.</p> <p>I don't want to pay for the privilege of visitor's permits for my family and friends parking when they visit me or have the threat of penalty charge notices should any of my visitors overlook the fact that Lime Grove has become a parking controlled zone.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p> <p>I don't see any need to put restrictions on this road. We have lived here for nearly twenty years and have always managed to find a parking space either outside or very near to our house. I don't like this idea of having to pay for and provide parking permits to family and friends everytime they visit.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Comment</p> <p>My neighbour and I both use this road space and require it to be a parking bay. Yellow lines across our drives will also scupper this. White line that were used on other roads would be preferable.</p>
	Officer's response: Officers normally leave at least a 0.5m gap between the top of the drop and start of the bay to avoid driveways being blocked by overhanging vehicles. Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p> <p>After reading the proposal and the features of the proposed scheme we STRONGLY feel that this is not a good idea/proposal on LIME GROVE.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p>
	Officer's response: Considered as part of this report, see paragraph 9.

Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Comment</p> <p>Will you be sending the permit and 10 visitor vouchers direct?</p> <p>Is it a park anywhere like other streets or personal bay directly outside the residence?</p> <p>Due to the park and school entrances, will the local authority be looking to change the speed limit on the surrounding roads to a lower, safer and more suitable speed?</p> <p>Appreciate the MP's angle asking for a petition, my street submitted this in previous years. Residents have obvious concerns for general safety. Luckily no accidents have occurred yet, speeding is rampant on Lime Grove.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Support but with changes</p> <p>We agree with the proposed scheme. However, marking the space outside the Warrender Park entrances as a residential slot must be wrong.</p> <p>My opinion is that residents of Lime Grove do not need their cars in order to visit the park. Therefore some limited time parking should be made available for people coming from rather far away.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Support</p> <p>I strongly approve of the proposed extension to the Eastcote Parking Management Scheme Zone E.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p> <p>I believe that it is unnecessary as there are no issues currently, apart from speeding which is another story but far more important to tackle than residents parking.</p> <p>Very few people park all day in any part of Lime Grove. There are already minor restrictions outside Warrender Park gates which is sufficient.</p> <p>The Elm Ave junction is a nightmare because of the way the kerb comes out too far, not because of parking. However, if anything is required it is ONLY that double yellows are enforced correctly or extended to Acacia Avenue on both sides.</p> <p>The kerb needs to come back to its original position. It is way too far out and everyone has to swing out into the path of oncoming traffic in Elm Ave.</p> <p>Whilst I am on this subject, please consider making Oak Grove ONE WAY from Southbourne Gardens over the railway bridge. This junction is a major hazard and the scene of multiple RTAs.</p>
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.

Lime Grove	Object I do not believe that there is any justifiable reason for the proposed parking scheme as there has never been a problem with parking in the road. The proposal would only cause issues for residents' parking. Many residents, who rely on services visiting their property would be hugely inconvenienced and it would also have a negative effect on the harmony of the neighbourhood. The only reason we can see for the Council to propose this change is to generate a revenue source and we consider it completely unnecessary and an insult to Council Tax payers. Before any final decision is made, I would like to see the evidence of how this could benefit the residents of the area and your justification for the recent proposal or a reconsideration and reversal of the scheme.
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
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	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object 1. This proposal will cause heartache to most of the residents in the road who will be unable to have family and friends regularly visit them due to the high cost of parking proposed. 2. In my 25 years in Lime Grove there has never been a time when car parking spaces were not available. The proposals appear to be another stealth Tax enforced by local authority. The money would be better spent on traffic calming measures or free transport for the infirm and elderly. 3. During the lockdown we have seen less traffic on Lime Grove but many more cars speeding up to 40-50mph. We have witnessed 2 accidents outside our property where speeding cars have lost control and crashed into our front brick walls causing damage to parked cars and property. 4. These proposals will only go to encourage house owners to pave over their beautiful front gardens to avoid parking charges resulting in loss of visual amenities to everybody and increasing the risks of local flooding. 5. The proposed operational times are totally unreasonable. If parking enforcement is proved to be needed it should be Monday to Friday 10am to 11am to stop commuters. 6. We do not object to families, dog walkers or people parking in Lime Grove while they shop in Eastcote or go for a walk in Warrender Park. Surely this is liberty and freedom and should not be removed from our lives. 7. The proposals will simply force cars to park further away and cause problems in other local roads. It is just moving vehicles around and creating nuisance and additional pollution. 8. I have no doubt these proposals will have a massive detrimental impact on the local shops, restaurants and businesses in Eastcote. The local children's nursery in Myrtle Avenue will also be impacted by these proposals. 9. The pandemic has changed the way in which many people work and the proposals will interfere with people trying to make a living from working at home where they may have additional business visitors. 10. The current parking situation in Lime Grove is perfect there is adequate room for cars the current arrangements does not need interfering with by people who do not know the area and have little empathy with the local community. Many of the Allotment users do not all live locally and have to drive to Lime Grove to bring tools and fertilisers wheelbarrows etc. How will they be able to continue to use this facility when they cannot park? I understand there is a legal convent on the allotments which guarantees its continued use. This proposed new parking scheme would undermine the current recreational and environmental use. Hillingdon Planning Department approved the Development in the old MOD site off Lime Grove. We raised concerns over parking and lack of pavements at the planning stage and this was not addressed. As a result the residents need to park in Lime Grove and Kent Gardens. Parking restrictions just move the problem one street further away.
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object

	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p> <ol style="list-style-type: none"> 1. This proposal will cause heartache to most of the residents in the road who will be unable to have family and friends regularly visit them due to the high cost of parking proposed. 2. In my 25 years in Lime Grove there has never been a time when car parking spaces were not available. The proposals appear to be another stealth Tax enforced by local authority. The money would be better spent on traffic calming measures or free transport for the infirm and elderly. 3. During the lockdown we have seen less traffic on Lime Grove but many more cars speeding up to 40-50mph. We have witnessed 2 accidents outside our property where speeding cars have lost control and crashed into our front brick walls causing damage to parked cars and property. 4. These proposals will only go to encourage house owners to pave over their beautiful front gardens to avoid parking charges resulting in loss of visual amenities to everybody and increasing the risks of local flooding. 5. The proposed operational times are totally unreasonable. If parking enforcement is proved to be needed it should be Monday to Friday 10am to 11am to stop commuters. 6. We do not object to families, dog walkers or people parking in Lime Grove while they shop in Eastcote or go for a walk in Warrender Park. Surely this is liberty and freedom and should not be removed from our lives. 7. The proposals will simply force cars to park further away and cause problems in other local roads. It is just moving vehicles around and creating nuisance and additional pollution. 8. I have no doubt these proposals will have a massive detrimental impact on the local shops, restaurants and businesses in Eastcote. The local children's nursery in Myrtle Avenue will also be impacted by these proposals. 9. The pandemic has changed the way in which many people work and the proposals will interfere with people trying to make a living from working at home where they may have additional business visitors. 10. The current parking situation in Lime Grove is perfect there is adequate room for cars the current arrangements does not need interfering with by people who do not know the area and have little empathy with the local community. <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <ol style="list-style-type: none"> 1. I have seen the effect it can have on elderly residents/families who would like to visit together and have to travel long distances and perhaps run out of permits. 2. During the lockdown we have noticed less traffic on our road but many more exceeding the 30mph speed limit. An empty road without parked cars will only exacerbate the speeding problem. This in turn will put people walking at greater risk form speeding vehicles. 3. We have access to Warrender Park which is constantly used by families and dog walkers. Parking restrictions would deter them from using this fabulous facility as many travel from outside the area. 4. I don't object to people parking outside my home while they shop in Eastcote or go for a walk. At a time when I would have thought the Council wanted to increase the footfall to the High Street and support local retail this plan would deter shoppers. Car parks have been sold for residential use and the fall out is commuters have to find other means of parking, At a time when TfL are desperate for commuters to travel by public transport this parking band would prevent commuters from using Eastcote Station. 5. We have had two accidents where drivers have been speeding and crashed into our neighbour's front walls. 6. The operational times seem excessive. If you have to implement this why not Monday to Friday as used elsewhere in the borough. 7. This feels like another formal of taxation at an already difficult time for many people. <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p>

	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	<p>Object</p> <p>Lime Grove is a quiet road and we have had no trouble with over parking in our road. We have cars parking by my house but that doesn't cause a problem. How can you expect my family to park with the grandkids near the house if permit only? Especially during the school holidays and Saturdays my permit visitor vouchers will be used up in the first week!</p> <p>I like living in Lime Grove, been here 25 years, don't need permit parking ruining the outlook of the road. I am surprised you say households preference wants to be included in this idea I would like to see the facts of how many in Lime Grove agreed to this! Or how many didn't reply so that you take that as a yes. Please reconsider to withdraw this scheme.</p> <p>It's a shame so many people didn't reply. I am sure they thought nothing would come of this but now people are wishing they had. Lime Grove is a friendly road people come to visit the park with their car and the allotment holders need to park. It does see unfair.</p> <p>I am also an allotment holder and feel it's very unfair my fellow allotment holders will not be able to park near the allotment. Also visitors will be unable to park near the Park entrance in Lime Grove.</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Even before covid there was sufficient parking in our section of the street.</p> <p>I believe the Council is making bureaucracy for the sake of it as it is not needed.</p> <p>I object to the high price of additional parking permits. £100 upwards is exorbitant especially during these covid times.</p> <p>Issuing us with only 10 permits a year for family and friend visits is far too few and expecting us to pay £10 for 10 more when we have never had to pay is unfair.</p> <p>The times are too long. Enforcing permit zone from 9am to 5pm everyday including Saturdays is wrong.</p> <p>I believe the scheme is onerous and a burden to the local residents. What are local people supposed to fo when they visit the allotments across the road from us?</p> <p>Officer's response: Considered as part of this report, see paragraph 8 and 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Near the allotments there is probably more non-resident parking than most other locations along Lime Grove. I always park my car on the street and in all my years living here parking has never been a problem. If there isn't a parking space available directly outside my house there is always one free very close by.</p> <p>This street is used for parking by allotment users and those enjoying Warrender Park. Throughout Winter our park is brilliant as the paths stay mud free and is enjoyed by many. I do not beleive there is a parking issue on Lime Grove or certainly not along the length beyond Myrtle Avenue.</p> <p>Putting in this parking management will be a cost/nuisance for the Lime Grove residents and will stop others enjoying the park/allotments.</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 9.</p>

Lime Grove	<p>Object</p> <p>We are happy with our current on street parking and do not want permit spaces or increased stretches of yellow lines. There are no issues with parking at this end of the road and we would much rather the money was spent by the Council on measures to deal with speeding to and from the estate at the end of the street.</p> <p>After lockdown I want family and friends to be able to visit freely without the worry of purchasing and issuing vouchers. Houses like ours that don't have driveways will always be detrimentally affected by the cost implications of the proposed scheme.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Quite frankly I am outraged. I have lived on Lime Grove for 10 years and never experienced a problem with parking. Unless it is simply another money making scheme which taxes local residents for simply living here. Every resident of Lime Grove I have spoken to is strongly opposed to this ludicrous scheme. As a resident I am only entitled to 10 free visitor passes per year, which I find an insult. Effectively, unless all my visitors come on a Sunday, I am allowed less than one car to visit me per month! There are many elderly people on this street who rely on family, friends and carers to visit them. I doubt many would be able to afford the £10 for every 10 further visitor vouchers. The fact that this scheme is Monday to Saturday, as opposed to Monday to Friday, is a clear indication that this is purely to generate funds for the Council rather than being for the benefit of the residents.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 8 and 9.</p>
Lime Grove	<p>Object</p> <p>The changes are unnecessary and will cause inconvenience to residents who are currently able to park on the street.</p> <p>We are most concerned that an indirect consequence of the proposal will be to increase the speed of vehicles that are able to drive along Lime Grove. Following the building of the Pembroke Park housing estate, there is a steady flow of traffic along the road, most of which is kept at a reasonable speed due to the parked cars on Lime Grove. Should the parking scheme be introduced, it will become easier for cars to drive at 30mph or higher along what should be a quiet residential road. Without any mitigating measures, the parking scheme is likely to make the road more dangerous to pedestrians, including users of Warrender Park and the allotments.</p> <p>We believe the Council should consider separately the introduction of parking restrictions around the junction of Lime Grove with Elm Avenue, where residents may view the parked cars as a hazard and the remainder of the road where there are different concerns and parked cars act as a natural barrier to traffic speeds.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>This ridiculous scheme is not needed at all. I have never had a problem with parking, even when the new estate was built (without proper parking arrangements) we have still been able to park our cars.</p> <p>I have spoken to a few of our neighbours that are equally horrified at this silly, silly scheme.</p> <p>We have a few empty houses on this street that will not be able to voice their concerns but let me tell you, if this scheme does go ahead like you've threatened many times before, I believe there will be many more empty houses.</p> <p>We bought this house with the understanding there was free parking for the family car, my husband's work car and any car we might need when our daughter can drive.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>

Lime Grove	<p>Object</p> <p>As the whole of Lime Grove may be included the concern is presumably that commuter parking will shift to the next area so an overview would help to put it into perspective. Can an overview plan of the full extent be made accessible please. Also, can you please confirm whether or not Zone E permits will be valid in sub zones (E1 etc).</p> <p>I am concerned the only option in this consultation is permits would be required Monday to Saturday 9am-5pm and I intend to submit further comments but I would first like to better understand what others have said previously as to why such draconian restrictions may be necessary. Therefore I would like any pertinent information or data used to make the decision to progress with formal consultation including the street by street number of responses, compared to the number of properties consulted and any additional responses. A summary of other suggestions would also be appreciated, especially if they relate to the proposed times of restrictions and/or why the whole length of Lime Grove should be included.</p> <p>If the majority do want controlled parking my comments are:</p> <ol style="list-style-type: none"> 1. It is unreasonable and unnecessary to implement restrictions form 9am-5pm Mon-Sat in Lime Grove. If any control is necessary, commuters could be deterred from parking all day if say, one hour was restricted in the middle of the day weekdays only. This would also make it possible for residents to arrange visitors and trades to visit at other times without having to provide daily permits. 2. The proposal does not appear to include any provision for non-residents using the public amenities accessed from Lime Grove, i.e. the allotments and/or Warrender Park. A few bays that double as permit holders/pay and display should be included. 3. As Lime Grove is a long road the views of residents at the beginning of the road are likely to differ to residents who live further away from the station. The previous data gave the responses for all of Lime Grove but the data needs to be presented to the decision maker and general public in a way that they can see how the different ends of the Lime Grove feel about the proposed restrictions. Not all of Lime Grove needs restrictions and the boundary of Warrender Park is probably the natural split but it may be that only numbers 1-26 need some restrictions. 4. Covid-19 restrictions have reduced the number of non-resident vehicles parking in Lime Grove. Some will not/never return to being mainly office based and will therefore commute less. Therefore it is not yet known the extent of commuter parking at the top of Lime Grove and it would be premature to implement a controlled parking scheme. <p>I appreciate that some residents are negatively affected by non-residents parking but I am disappointed that this consultation did not give more than one option as to what days/times the parking should be controlled.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>My property and many of the properties around me don't have driveways. I am extremely disappointed to hear of these proposed changes, this will devalue my property and make my life very difficult.</p> <p>I have no issue with finding a space down Lime Grove, it is a quiet road with enough space for the residents.</p> <p>If there is no way around this, would there be an opportunity for a less extreme timeframe to stop commuters but not make it so horrendous for the neighbours? e.g. 9am to 10am and 4pm to 5pm?</p> <p>I will have to pay to park outside my property as we don't have the luxury of a driveway and will have to pay each time someone wants to visit for a coffee or dog walk. This seems very extreme.</p> <p>I am really concerned about how I will park; my guests will park and the value of my property.</p> <p>I wouldn't even be able to have guests around on Saturdays which will extremely lower my quality of life.</p> <p>We have a number of properties on the road which are empty or being sold currently, what's happens to their vote?</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p> <p>Our driveway spans the whole width of our property, although we only have a dropped kerb for just one half of the total width. This leaves a small stretch of kerb between our driveway and the driveway of our next door neighbour, it is just big enough to park a car without overhang at either side and we currently park a car there without any issues.</p> <p>You have not allocated a parking bay on this stretch of road. I understand that there is a minimum width required to accommodate a bay, but we do currently park a car there now without any issues, and other people park there too if the space is free. If you don't allocate a bay, we will have nowhere to park.</p> <p>I am unsure as to whether by not allocating a bay the proposal is that things will remain as they are, and we can continue to park outside the house. The challenge is though, that the space outside our house will be the only stretch of road where people can park without a permit, and the likelihood is that we will never be able chance to park there as everyone wanting to park in the road will use it for free. The other alternative is putting a yellow line along the road, but this would mean that we will no longer be able to park there at all.</p>
	<p>Officer's response: Officers normally leave at least a 0.5m gap between the top of the drop and start of the bay to avoid driveways being blocked by overhanging vehicles. Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p>
	<p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lime Grove	<p>Object</p>

	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lime Grove	Object
	Officer's response: Considered as part of this report, see paragraph 9.
Lowlands Road	Support Nothing has changed since our Petition Hearing on 13th March 2019. The bottom section of Lowlands Road (between The Link and Devonshire Road) continues to be the 'go-to' place for free all-day parking in the area and continues to be congested with cars parked throughout the day. It is also being used by residents in adjacent parking restricted roads so they don't have to buy additional permits. During holiday time the road is often used as a parking lot for when people go away so we can have cars parked for long periods of time.
	Officer's response: Considered as part of this report, see paragraph 13.
Lowlands Road	Support Parking at the Eastcote end of Lowlands Road is excessive with people using the road for parking for the shops and offices in Eastcote and the tube station. Also residents in other local roads that already have parking restrictions use Lowlands Road for parking. The road is very congested and getting in and out of drives is often difficult. Delivery vehicles frequently end up blocking the road because of lack of space.
	Officer's response: Considered as part of this report, see paragraph 13.
Lowlands Road	Object The partial roll out of residents' permit parking scheme will merely move the problems with parking further down Lowlands Road. The same problem with commuter and local worker parking will remain but now become other residents hassle and disruption. In summary the proposed changes in Lowlands Road accomplish nothing other than to move the problem to other residents. This is made worse by the fact the vast majority of the new bays in The Link and Lowlands Road are not correctly in front of a neighbour's house. The vast majority are directly adjacent to the tennis courts. So all the cars parked there will not be parked outside someone's property. I find the Council limited consultation somewhat underhand and it appears the Council has treated us with contempt. Why were only houses in Lowlands Road who will have a residents bay outside written to? You wrote to 15 houses in Lowlands Road (1 to 27) . You have not consulted with the other 48 houses in the road the vast majority - can you please explain why? It is these other residents who will suffer with the congested parking. You have notified circa 24% of Lowlands Road residents. Please explain why Hillingdon Council have failed to consult with the vast majority of residents who will be affected by your proposed changed. Can you also please explain the aim of these changes – what is the purpose? If it is to prevent commuter and local worker parking why have you not adopted permit parking for the whole of Lowlands Road but restricted to 1 hour in the middle of the day – say 12.00 to 13.00? I know from talking to my neighbours who indicated their preferences on previous consultation, this is what people wanted. Maybe I am cynical but a time limited bay scheme (say 12.00 to 13.00) will not generate as much income as what is proposed. As I asked above please confirm the intent of extending this scheme as described. Finally, if this scheme goes ahead will the Council be painting white lines across the drives of the residents in Lowlands Road as currently on some of the houses where the bays will be placed. Before sending this email I walked around the Link and Lowlands Road. I counted 29 cars parked in positions where there will be bays. I also counted the likely number of parking positions away from the bays – I counted 30. So your scheme will perfectly move the problem from one part of the road to another.
	Officer's response: Considered as part of this report, see paragraph 13 and 14.
Lowlands Road	Support This has taken approximately 5 years to come to fruition. I can't wait.
	Officer's response: Considered as part of this report, see paragraph 13.
Lowlands Road	Support The road is very congested during the week and getting my car on and off drive is very difficult. People who park their cars on the road are very inconsiderate to the residents.
	Officer's response: Considered as part of this report, see paragraph 13.

Lowlands Road	<p>Support</p> <p>Whilst I support the scheme, I am disappointed in that, as a two car family like most residents in the street, we are only entitled to one free permit.</p> <p>I maintain a lawned front garden which I think better reflects the Council's aspirations towards a greener environment.</p> <p>I would be grateful if you could consider rewarding residents for retaining front gardens by allowing those with retained front gardens a second permit for which they do not have to pay.</p> <p>I do support the scheme as the parking in Lowlands Road is and has been an issue, especially with cars left for months by non-residents, some of which I reported and which have been dealt with.</p> <p>Officer's response: Considered as part of this report, see paragraph 8 and 13.</p>
Lowlands Road	<p>Object</p> <p>I am very disappointed after speaking to neighbours in our road to discover that only houses 1 to 27 and our house had received information about the new proposed plans.</p> <p>I feel that this is a bit shocking that the majority of the road were not given the drawn plans and therefore would have no input when they will be very affected should this proposal go ahead.</p> <p>I understand that approximately 2 years ago the residents demand for a permit scheme prompted a consultation, but the residents demand is in the minority.</p> <p>I also worry that the Council's stance is - no response means that it is taken as agreed!</p> <p>Can this be right with the latest proposal if only the minority have been consulted ?</p> <p>What does the new parking restrictions accomplish ? It will only push the parking problems further down the road and cause issues for other residents, their families, friends and workmen. And also in turn cause even more congestion for Cannon Lane School.</p> <p>Pushing the problem further down the road. Would that be the long term plan by the council to then force the rest of the residents in Lowlands Road to opt for permit parking in the future, and therefore increase the council's revenue ? This would be money for nothing.</p> <p>I personally believe that we live far enough away from the station and therefore as a matter of principle (should this problem of the traffic being pushed further down the road in the future occur), I would not want permit parking on Lowlands Road and having to pay to park a car or pay for vouchers for family, friends or workmen.</p> <p>I believe if it is not broken, don't fix it.</p> <p>This may sound selfish towards the minority of 14 houses that may want the permit parking. I understand that there must be times where due to bad parking by commuters that they struggle to get in and out of their drives. I appreciate that this is frustrating and inconvenient.</p> <p>But parking permits do not necessarily fix bad parking, they only move the problem further down the road.</p> <p>However, I believe that Hillingdon Council should be looking into ways to pushing/encouraging commuters to use the public parking at Eastcote station, or maybe the other local shop parking in the area. Or providing more station car parking - maybe extending the car park by building a new one with a second level ??</p> <p>Otherwise our roads will become more congested as people will eventually drive most of their journey to work in their cars, as they can't park at the station or somewhere which is a reasonable distance to the station - just a thought.</p> <p>Having said that, working life has changed during this pandemic and many people are presently working from home. So when we get back to some normality, the future numbers of commuters may drop significantly.</p> <p>Therefore there may not be such a parking issue in the future, making this proposal not necessary. Just another thought.</p> <p>So, going back to the proposed parking bays on Lowlands Road and The Link. I do not understand why you would consider bays on all of The Link where there is ONLY ONE house on the whole of the road !!! This is not logical and is very much over kill - it doesn't make sense.</p> <p>And neither does putting bays along the side of the Tennis Club on Lowlands Road, where they won't be directly outside anyone's house. If there were to be bays directly outside house nos 1-27, then they should be able to get in and out of their drives.</p> <p>We occasionally struggle to get in and out of our drive on exceptionally busy days. But this is to be expected from time to time. Also why is the proposal for Monday - Saturday ?? Most commuters are still generally working Monday to Friday. This I think is also over the top and unnecessary.</p> <p>Why not propose restricted times during the middle of the day e.g. no parking between 11am- 12pm or 12pm-1pm ? This would stop the commuters and provide more flexibility for the residents. These type of restrictions are successful in other roads in Pinner.</p> <p>But maybe they do not provide enough revenue ? (However, they would still push the parking problem further down the road).</p> <p>So, I possibly think that the council is not looking after, or taking into account the majority of its residents views and think there maybe an agenda for the council to have an opportunity to increase future revenue.</p> <p>Officer's response: Considered as part of this report, see paragraph 13 and 14.</p>
Lowlands Road	<p>Support</p> <p>Nothing has changed since our Petition Hearing on 13th March 2019. The bottom section of Lowlands Road (between The Link and Devonshire Road) continues to be the 'go-to' place for free all-day parking in the area and continues to be congested with cars parked throughout the day. A situation we expect to be exacerbated as the local economy returns to some normality following lockdown.</p> <p>Officer's response: Considered as part of this report, see paragraph 13.</p>
Maple Close	<p>Support</p> <p>Maple Close contains eight households, each with off road parking facilities. Residents parking their car in the circle does cause a considerable amount of manoeuvring to avoid. Coincidentally, it now occupies the slot featured in your plan for a parking bay. Delivery vehicles and refuse lorries have had problems accessing the Close as a consequence.</p> <p>We would like to see the proposed single yellow line extended to the whole Close, together with the removal of all proposed bays; a third party ban on street parking in the Close. Delivery vehicles and refuse lorries have difficulty in negotiating access without, on occasion, having to mount the pavement. Damage to property has been incurred due to the foregoing.</p> <p>Officer's response: Considered as part of this report, see paragraph 15.</p>

Meadow Way	<p>Support but only with changes</p> <p>Whilst we are not opposed to the scheme, we do have a few objections listed below that require adjustment before we can support the proposal.</p> <p>1) We are of the view that the suggested 9 to 5pm operating time is unwarranted and so would prefer a shorter timescale to prevent people parking all day but still allowing our visitors to park with greater ease. This works well for other roads e.g. around West Harrow station offering visitors the ability to park freely at certain times of the day without the costs being incurred by residents for parking vouchers. In addition to this the majority of our friends and family visit on Sunday and so would suggest a Monday to Friday period instead.</p> <p>2) The cost for parking a second car in the road has more than doubled in price and the cost and restrictions on the numbers of visitors permits are unreasonable. We are unable to identify how or why this cost increase has occurred and are of the view that such a financial increase is unacceptable to be passed to residences. Our previous support for the scheme felt more reasonable when these charges were minimal.</p> <p>3) We currently have a double yellow line across our driveway, we have requested that this is removed on two previous occasions and were advised it would be considered as part of these plans. I am disappointed to note that your plans have not been changed or adjusted. We ask that the double yellow lines are removed once again or if the total removal is not deemed acceptable, we ask that our driveway is changed to a single line as per the approach to other houses.</p> <p>4) More broadly, we are worried that the proposed changes are likely to result in more residents paving their driveways to avoid parking charges. How will the Council ensure that water drainage is managed appropriately as the road already floods in heavy rain?</p> <p>Officer's response: Considered as part of this report, see paragraph 8 and 16.</p>
Meadow Way	<p>Support but with shorter times and to expensive</p> <p>I have no problem with people parking and popping to the shops on Field End Road. I have a problem with drivers who see Meadow Way as a free daily car park (for the station) and long term car park. Vans are parked here for the duration of the holiday period.</p> <p>I would prefer a time like they have in Pinner, blackout time of a 1 hour during the day. This will stop people using the road to park for the station and also the weekend/holiday period vans.</p> <p>A time of 11am-noon Mon-Sat for permit holders only will address the parking issues I have found in the road.</p> <p>My last concern is the price of the 2nd permit. I think £100 annually is extremely high for a piece of paper. If it is a one off fee, then that is more acceptable. I do not feel I should be penalised for parking my own car on the road. We are a 3 car household and we cannot get all 3 cars on and off the drive without moving cars around. In reality the drive will only allow one car to have open access on and off. As such, we will be requiring 2 permits for us to be able to carry on parking as we do now.</p> <p>Whilst zoning will help me park our cars, I will lose out by £100 per year.</p> <p>As I already pay a higher Council Tax in comparison to my neighbours due to the property size, I think it is unfair I am penalised already for owning a bigger property and you want to penalise me again financially for parking permits suitable for the size of the property.</p> <p>I am already paying a premium in Council Tax for the privilege of living in a 4 bedroom home, this premium I guess is due to cover the more council services a 4 bedroom house requires, which in turn should mean enough free parking permits as well.</p> <p>Officer's response: Considered as part of this report, see paragraph 8 and 16.</p>
Meadow Way	<p>Comment</p> <p>The plans do not show the crossover for my house. Also the propose permit holder bay in front of my house shows it going in front of my existing driveway. I am worried that the parking bay as shown would prevent me using my drive.</p> <p>Officer's response: Bays will not be placed to obstruct resident's driveways unless requested by residents, see paragraph 16.</p>
Meadow Way	<p>Support</p> <p>I fully support my road being included in an extension to the Parking Management Scheme.</p> <p>Officer's response: Considered as part of this report, see paragraph 16.</p>

Meadow Way	<p>Object</p> <p>There has never been a problem with parking on Meadow Way or Maple Close after spending a year in lockdown we have also seen who's been parking on our streets that has been the shopkeepers their staff the dentist the nursing staff though the worker the RSPCA up in the High Street the only people this scheme would inconvenience those shopkeepers and their staff. Also, people shopping up in the High Street and during the times of we are currently in those shopkeepers need every penny as well as flexible staff.</p> <p>It is impractical to expect some of these people in their current jobs in the shops and things like that to use public transport every time.</p> <p>We have also now been across to Crescent Gardens across the road from us and they already have controlled parking and the London Borough of Hillingdon has gone into a residential St and added a total of 19 extra posts along with 12 lamp posts that already existed, the Hillingdon colour lamp post is also a different colour. This will not be happening on Meadow way and Maple close 19 extra bits of St furniture that's ludicrous and 19 permit only signs. They have two at each end of the street with the big ugly signs on them.</p> <p>It has also come to our attention that the proposed changes to parking around Meadow Way ad Maple Close will require signage to inform people of the parking restrictions now the entrance to Maple Close is directly outside my place of residence.</p> <p>If signage is required to go up outside my place of residence, then quality of life is now going to be diminished I have enjoyed the splendour that is my property coming home to my beautiful home for 14 years. These parking schemes by law have to inform people that restrictions are there when they are entering a street that involves two ugly unsightly lamp posts with great big white signs on them telling people it is a controlled zone and the times and when it is a controlled zone and they have to go outside somebody's property, Somebody's place of residence but them as individual homeowners are the one that has to carry the burden of these this these too big ugly sign and it is their properties their investments diminished in quality.</p> <p>First impressions count and when buyers are coming to view properties the first thing, they get to see of homeowner's properties that have got these signs outside their property is a big ugly sign and not at the pound have turn them off of a property that has the power to lose them the sales of their properties and that equates to financial risk</p> <p>The London Borough of Hillingdon wouldn't dare allow anybody else to advertise around a place of residence, it wouldn't be allowed ever but this is you creating a product which is the controlled zone and then promoting around our places of residence that constitutes advertising around the place of residence.</p> <p>You said yesterday on the telephone that you have the legal right to do this there was legislation, however if this is the truth, then unfortunately i have to inform you now that I would never allow this to happen outside my place of residence I would not allow the financial risk that it would bring my investment .If I find out then now that this is going to happen I will have no choice but to start proceedings against the London borough of Hillingdon.</p> <p>All of this now comes at a cost to us as well as an inconvenience we will have to pay for this permit parking you will have to register your vehicles if you change your vehicle get that change also this will have to happen on a yearly basis and we don't do it now and why should we start doing all of that now.</p> <p>I've hopefully my photographs have come through to you as well but I'm not going to allow my property to look like any of these properties in the pictures I'll provided you with the image of my property and other properties.</p> <p>We are officially objecting to this scheme for the above reasons.</p> <p>Officer's response: Considered as part of this report, see paragraph 16.</p>
Meadow Way	<p>Support</p> <p>Whilst I appreciate it has taken a considerable amount of time due to COVID, the extensive consultation had already taken place so I am a little perplexed as to why the scheme would potentially be withdrawn.</p> <p>I have witnessed a number of near misses on Meadow Way and had several left cars on Maple Close. One of which resulted in the police.</p> <p>I would ask the double yellow lines on Maple Close continue slightly further down the road as due to the narrow road cars often struggle to turn and also park up on the pavement making access to my front gate dangerous.</p> <p>Officer's response: The Council previously conducted informal consultation to see if this is something the majority of residents would support. This statutory consultation is a part of the legal process when consulting on a Traffic Management Order. Considered as part of this report, see paragraph 16.</p>
Meadow Way	<p>Support</p> <p>I would also like to raise an issue regarding the speed of vehicles travelling in the High Street. There is a complete disregard to the 20mph speed limit in the high street. There is now a requirement to get some kind of enforcement in place as a matter of urgency before someone gets killed.</p> <p>Officer's response: Considered as part of this report, see paragraph 16.</p>
Meadow Way	<p>Support</p> <p>I was very pleased to note that whilst our house falls outside the zone we will be permitted to park in the zone as our front door faces onto Chandos Road which falls within the zone. I note also that as regards the resident's first permit this would be free of charge and that the additional permits would apply only in relation to additional cars.</p> <p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Meadow Way	<p>Support</p> <p>Officer's response: Considered as part of this report, see paragraph 16.</p>

Meadow Way	Support I whole heartedly embrace the permit parking scheme for Meadow Way. To say its been an absolute nightmare would be a bit of an under statement. It has just got worse and worse, it's quite deliberating if the truth be known.
	Officer's response: Considered as part of this report, see paragraph 16.
Meadow Way	Support
	Officer's response: Considered as part of this report, see paragraph 16.
Meadow Way	Support This will bring us in line with all the other roads around us that already have these parking restrictions and will help to ensure our road is much safer, without lots of cars parked all the way down.
	Officer's response: Considered as part of this report, see paragraph 16.
North View	Support
	Officer's response: Considered as part of this report, see paragraph 16.
Responses received from residents outside of the proposed extension to the scheme	
Boldmere Road	Object I feel it is unnecessary and is just an excuse to make more money from the residents on Boldmere Road. I also want to enquire as to whether the existing permits are to have an extension to the current times that are in place and whether they are to be in place 7 days. This is totally unacceptable because any visitors that come to your house will have to be given a visitors voucher. I already pay enough in Council Tax without having to pay out for visitors vouchers.
	Officer's response: There are currently no plans to extent the operational times of the existing Parking Management Scheme 'Zone E'. If residents feel that this is necessary then they are invited to petition the Council. Considered as part of this report, see paragraph 11.
Boundary Road	Object This will result in more parking on our already congested and narrow street. The additional disturbance will cause serious unnecessary stress and ill effects to my and other residents mental health. There is a school entrance on the corner of Boldmere and Boundary and we have had issues in the past with parking over or even on our driveways - this will only get worse if you proceed with the above changes. Also we cannot understand the logic of putting parking restrictions on The Link. There is only 1 house on that stretch of road and the parking does not affect other residents. These measures will mean parking will move to other streets including Boundary Road and all you are doing is creating more congestion for the residents. This is something we as a collective group has opposed greatly and previously rejected from your request a year previously. We also have environmental concerns has more front gardens will be paved over as a result of these proposed measures. Consequently this could lead to more localised flooding which has historically happened in Boldmere Road and a reduction in wildlife as the hedgerows and gardens disappear. Please take my comments into consideration as this is causing some serious mental health and stress issues due to the points mentioned. Can you please provide the evidence and rational for the new parking zone as speaking to the neighbourhood the majority of the people didn't ask for this or wish for this zone to be introduced. We are concerned that this may be a money making scheme that is going to cause unnecessary issues.
	Officer's response: Considered as part of this report, see paragraph 12.
Boundary Road	Object Boundary Road is very narrow and has school entrance. By extending parking restrictions for the whole day to those neighbouring roads this will not solve any issues but will create a havoc and congestion on our already narrow Boundary Road. In my opinion a one hour parking restriction to the above roads will be a far better solution as it will restrict cars which are parked for the whole day for various reasons. This restriction can be extended to Boundary Road as this again would help the cause.
	Officer's response: Considered as part of this report, see paragraph 12.

Boundary Road	<p>Object</p> <p>My neighbours and myself are very worried about the impact on our street should such a scheme go ahead. There is generally not an issue with parking in Boundary Road or the surrounding roads the majority of the day as we are far enough from the station not to be impacted by commuters parking.</p> <p>However, there is an entrance to Cannon Lane School on the corner of Boundary Road and Boldmere Road and at school times the area becomes very congested with traffic. This is a particular issue in Boundary Road as it is an extremely small and narrow road. Cars have to mount the pavements and grass verges to pass each other, causing them to become damaged. Parents frequently block driveways and cause issues for residents. If these parents were prevented from parking in neighbouring roads, the situation in Boundary Road would become even worse.</p> <p>I would urge you to give serious consideration to the chaos such as scheme would cause in Boundary road as well as the additional inconvenience to parents who are unable to walk their children to school.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Boundary Road	<p>Object</p> <p>This proposal will result in more parking on our already congested and narrow street.</p> <p>There is a school entrance on the corner of Boldmere and Boundary and we have had issues in the past with parking over driveways - leaving engines running especially in the colder months.</p> <p>Our road becomes very congested at school start and finish times with restrictions in all the other surrounding roads Boundary Road will naturally become even more unsafe.</p> <p>We now experience cars parking on our road from residents of North View as this already has yellow lines this will only get worse if you proceed with the above changes.</p> <p>We also have The Pinner High School which is also part of Harrow with cars waiting in our road to collect children and at times all day parking.</p> <p>If all the surrounding roads in the entire block are becoming resident parking it doesn't make sense for Boundary Road to carry the loads.</p> <p>Maybe by making the whole block permit only and having an increases warden control at peak times it would encourage people to walk and have an overall positive impact on the environment, couple with the health and well-being of residents and pupils of the school.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Boundary Road	<p>Object</p> <p>We believe that introducing parking permits on the roads mentioned above would cause more congestion on the surrounding roads. Especially as there is a school entrance on the corner of Boldmere and Boundary Road. This would make the parking situation worse and result in the build up of unnecessary congestion.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Boundary Road	<p>Object</p> <p>This will result in more parking on our already congested and narrow street. There is a school entrance on the corner of Boldmere and Boundary and we have has issues in the past with parking over driveways - this will only get worse if you proceed with the above changes. Also I cannot understand the logic of putting parking restrictions on The Link, There is only one house on that stretch of road and the parking does not affect other residents. These measures will mean that parking will move to other streets including Boundary Road and all you are doing is creating more congestion for the residents. We also have environmental concerns as more front gardens will be paved over as a result of these proposed measures. Consequently this could lead to more localised flooding which has historically happened in Boldmere Road and a reduction in wildlife as the hedgerows and gardens disappear.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Boundary Road	<p>Object</p> <p>As you are aware Cannon Lane Primary School is on the corner of Boundary Road and due to this the school pick up will be a nightmare as parents will be parking on Boundary Road.</p> <p>Boundary Road is a tight road and we already have issues with parents blocking driveways as well as congestion on the road due to pick up and drop off. With restrictions in place this will make our already narrow street absolute chaos.</p> <p>What I would suggest would be good was to have a one hour parking restriction say from 1pm to 2pm which will stop commuters from parking on our road but to do an all day would be absolute hell for all parents.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Boundary Road	<p>Object</p> <p>This will result in more parking on our already congested and narrow street. There is a school entrance on the corner of Boldmere and Boundary and we have has issues in the past with parking over driveways - this will only get worse if you proceed with the above changes. Also I cannot understand the logic of putting parking restrictions on The Link, There is only one house on that stretch of road and the parking does not affect other residents. These measures will mean that parking will move to other streets including Boundary Road and all you are doing is creating more congestion for the residents. I also have environmental concerns as more front gardens will be paved over as a result of these proposed measures. Consequently this could lead to more localised flooding which has historically happened in Boldmere Road and reduction in wildlife as the hedgerows and gardens disappear.</p> <p>I would also like to add that at times parents park across my drive whilst picking up their children from Cannon Lane School which is about the time when I am about to drive out to pick up my children from the train station. With the proposed extension, I expect the congestion to worsen in the surrounding streets like Boundary Road.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>

Boundary Road	<p>Object</p> <p>This will result in more parking on our already congested and narrow street. There is a school entrance on the corner of Boldmere and Boundary and we have has issues in the past with parking over driveways - this will only get worse if you proceed with the above changes. Also I cannot understand the logic of putting parking restrictions on The Link, There is only one house on that stretch of road and the parking does not affect other residents. These measures will mean that parking will move to other streets including Boundary Road and all you are doing is creating more congestion for the residents. I also have environmental concerns as more front gardens will be paved over as a result of these proposed measures. Consequently this could lead to more localised flooding which has historically happened in Boldmere Road and reduction in wildlife as the hedgerows and gardens disappear.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 12.</p>
Cannonbury Avenue	<p>Object</p> <p>As a school, we are aware of the parking problems with parents parking to drop off and collect children and the strain on local roads around a school. Cannon Lane Primary School has one of our access points in your borough on Boldmere/Boundary Road. We endorse 'safe travel' to school initiative and are very keen that parents where possible walk to school, but we are aware of the large numbers who do drive to school. Will these restrictions just push the problems further out? Any information you have regarding this would be appreciated.</p> <p>We are aware of the new parking restrictions that you are looking to put into place and I'm sure for our local residents on Boldmere Road and Boundary Road, that this many bring some ease to them with current parking issues that are caused by the amount of school traffic at key points during the day.</p> <p>It would be good to understand what is the Councils intention with these new restrictions - what are you trying to achieve. If it is to reduce all -day parking that takes place in local roads around Eastcote Station, then surely the time restriction could be reduced? Under the proposals, school drop off for the majority would not be affected in the morning as school is open from 0830 until 9am so parents that need to park will be able to take their children into the school. The afternoon collection would cause an issue for parents. There is an argument that if these proposals are to restrict commuters, could the Council not consider a middle of the day parking restriction of 10-12 for example, which would mean commuters would not be able to park then?</p> <p>There is some concern that with the increase in restrictions on Boldmere Road/Boundary Road which a lor of our parents use to access the school, the restrictions would only increase the traffic issues to the other entry points that we have which are on Cannonbury Avenue and Chestnut Drive and therefore more risk to the safety of our children.</p> <p>We encourage our parents through our 'safe travel to school policy' to work or cycle to school but we do have parents who are not able to do this. This may be for variety reasons, including distance as well as accessibility or their needs with young ones. We would encourage Hillingdon Council to consider the impact these new proposals would have on parents to access school in the mornings and afternoons but also the impact this would have in addition to our local residents. We would like to work with Hillingdon Council to find a solution to traffic problems caused by school traffic and the impact on our local residents who we try to have a good relationship with.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Coleridge Drive	<p>Object</p> <p>This will cause visitors going to properties in Lime Grove to try to park on our development. When Pembroke Park was first constructed we already had limited parking spaces allocated to properties, garages too narrow for cars to be garaged and Taylor Wimpey were not prevented from selling on a number of our visitors parking spaces in order to sell properties. Problems with residents and visitors parking will be exacerbated by extending the proposed parking scheme to the bottom of Lime Grove. Residents work well together to mitigate the current issues but with many working from home, we will have more cars more of the time parked on the development. We cannot have any more people linked to Lime Grove attempting to park in Pembroke Park because chaos will ensue.</p> <p>A number of residents rent allotments in Lime Grove who will not be able to take their vehicles with heavy items and park by the entrance when needed.</p> <p>If this is to deter commuters, why can't the parking time be for one hour from 11am-noon or something similar. We don't understand why Saturdays need to be included. Perhaps another suggestion is that Zone E is extended to just half way along Myrtle and Acacia Avenue to that Warrender Park area is included.</p> <p>With climate change, residents are concerned about the added drainage issues already visible within and outside Pembroke Park. This is caused by Lime Grove residents tearing up their front gardens and in some cases lawns to put down hard standing for cars.</p> <p>Following the petition and informal consultation, many houses were renovated= and the Pembroke Park development was completely overlooked.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>The proposed scheme will result in more and inconsiderate parking within the Pembroke Park estate, where the parking is already insufficient for just the residents. I do not consider the current level of parking there to cause any issues in terms of road safety or availability of parking for residents. These measures will mean that parking will move to other streets including Coleridge Drive and all you are doing is creating more congestion for the residents.</p> <p>I have environmental concerns as more front gardens will be paved over as a result of these measures. This could lead to more localised flooding which has historically happened in the local area and a reduction in wildlife as the hedgerows and gardens disappear.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>On behalf of the residents. There are already issues with parking on the development and this will exacerbate the issue.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>

Coleridge Drive	<p>Object</p> <p>We have one allocated parking which we use however our second car is regularly parked on Lime Grove. Parking restrictions would not make this possible and I would not have anywhere to park our second car.</p> <p>The introduction of residents parking will cause a lot of problems and I can see more disorder parking taking place around the estate.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>I fear this scheme would see the residents and their visitors parking their cars on our estate should this new scheme come into place.</p> <p>The bottom of the road has very little issues with parking, so the idea that a parking scheme would be added to this is baffling. Also is there no way that this could be done over a shorter period of time e.g. 10am to 11am to stop commuters and not have this all day long.</p> <p>I think it will make what is already a parking nightmare on the estate even worse.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>We are already short of a number of parking spaces at Pembroke Park due to the mismanagement of the developers of the estate.</p> <p>The proposals are likely to result in people visiting the properties on Lime Grove and Kent Gardens, trying to park in the Pembroke Park development.</p> <p>Has there been given any thought on this potential issue and how to prevent this?</p> <p>I would like to seek reassurance that we will not be impacted by this change and measures are being taken to protect us from knock-on impacts.</p> <p>We would suggest that parking be prohibited for a limited period of time in the middle of the day to stop commuters parking.</p> <p>We would like reassurance that alternative measures have been considered to tackle the problem that residents at Lime Grove may be encountering which will not have or create problems at Pembroke Park.</p> <p>Current proposals risk the problem being replaced by another problem for other residents which seems unfair and counter-productive.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>I was made aware of this proposed scheme by social media postings which I consider incorrect as it should have been sent by email or post to those affected in the area.</p> <p>This will cause visitors going to properties in Lime Grove to try and park on or around my street in Pembroke Park. When Pembroke Park was first constructed we already had limited parking spaces allocated to properties, garages too narrow for cars to be garaged and Taylor Wimpey were not prevented from selling on a number of our visitors parking spaces in order to sell properties. We already experience huge problems with both residents and visitors parking and this will only be exacerbated by extending the proposed parking scheme to the bottom of Lime Grove.</p> <p>In order to deter commuters, why can't the parking time be for one hour, say from 8am to noon or similar. Nor do I understand why Saturdays have to be included which will definitely impact weekend visitors and family reunions.</p> <p>I am concerned about the added drainage issues, already visible within and outside Pembroke Park caused by the number of residents in Lime Grove tearing up their front gardens and in some cases lawns to put down hard standing.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>I have lived in the area for the last 10 years and I have not experienced any issues with the parking arrangements in our area. There has always been ample parking for everyone who needs it.</p> <p>In the Taylor Wimpey estate parking is not impossible due to the original plans of building so many houses in a small area without making ample provisions for people to park their cars.</p> <p>My household consists of 5 adults all of whom drive, of the five adults 3 are key workers. Coleridge Drive households are allocated 1 parking space according to the size of their property but in 2021 most are 2 car households, therefore some have to park on Lime Grove, however there has always been ample parking throughout.</p> <p>The parking allocation on our estate only provides 2 visitor parking bays for 130 households and if restrictions are placed on Lime Grove people will end up parking on the estate impacting greatly on our already stretched infrastructure.</p> <p>I believe your decision to bring in these restrictions are more a monetary decision on behalf of Hillingdon Council and pander to a minimal number of irritated Lime Grove residents who have driveways rather than an attempt to rectify a non-existent parking issue in our local area.</p> <p>As you are aware by the amount of cameras and traffic wardens you employ in our area each vehicle in our households are insured and taxed at great expense for the right to park on public roads and to put extra charges on these working people especially on a time of great hardship shows no consideration for your constituents.</p> <p>Your decision to bring this proposal forward will impact on many people who can ill afford your premium parking charges.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>

Coleridge Drive	<p>Object</p> <p>We foresee large impact to our parking situation within the estate. We already have parking overflow from residents residing on Lime Grove and the proposed change will only make the issue worse.</p> <p>We are users of Lime Grove allotments and for occasions where we need a car to bring equipment to the allotment. We will be severely impacted along with other allotment users who regularly or occasionally drive there.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>1. The consultation process has greatly fallen short of a proper and democratic conduct. As far as I have heard from fellow residents at Pembroke Park, none has received a letter from the Council to ask for our views yet we are the ones that will surely suffer the knock effect of the implementation of this proposed scheme.</p> <p>2. The Pembroke park residents living at the end to the bottom of Lime Grove will see without a doubt an increase in traffic as visitors to residents in LG will drive further and try and park in our already stretched development. This is a Drive with only one way in and out. The Drive is very narrow without proper kerbs and with a limited speed of 10MPH. Any increase in traffic will put pedestrians at higher risk needlessly. I can only envisage chaos and frustration. The Council is supposed to bring clarity and to contribute to peaceful living not to penalise residents for extra income.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>This is going to have severe impacts for residents living on the South side of Pembroke Park at the bottom of Lime grove as well as Kent Gardens. We already have serious parking problems in our development and we have limited parking spaces allocated to properties. This will only get worse if you proceed with the changes as it will result in more parking on our already congested development.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Coleridge Drive	<p>Object</p> <p>As such I was disappointed to see that the reasoning provided for all the proposed changes to parking management schemes was a generic assertion that it will "prevent all day non-residential parking and promote road safety", and was not tailored to the individual locations.</p> <p>As a resident of Coleridge Drive, for which Lime Grove is the sole vehicle access route, I cannot see a justification for a blanket approach to be taken to that whole road, stretching as it does for almost half a mile.</p> <p>Driving and walking up and down it regularly at different times of the day there always seems to be plenty of parking space available in the area north of Warrender park / the intersection with Myrtle Avenue. Whilst it is undeniably true that the introduction of a parking scheme would "prevent all day non-residential parking", you have failed to provide evidence that such parking currently happens throughout the road or that, if it does, it is so extensive as to prevent residents of the road (the majority of whom have private driveways) from parking in reasonable proximity to their property. If such evidence does in fact exist, please could you provide it.</p> <p>Even if such an issue is proven, I feel that the approach taken to resolving it is extreme. To go from no parking restrictions straight to limiting parking to residents only from Monday to Saturday 09:00-17:00 seems excessive. If the concern truly is all day parking, then a restriction of an hour in the middle of the day on weekdays, as is widely used elsewhere, should resolve the problem. Or at least this could be implemented and kept under review with the option of extending the restrictions in future if the problem persisted.</p> <p>I do agree that cars are often plentiful in the section of Lime Grove between Elm Avenue and Myrtle Avenue, and this may warrant some consideration to ease inconvenience for residents of that part of the road. However I am extremely concerned that if such a disproportionate approach as is proposed is actually implemented, there will be serious knock-on consequences for Kent Gardens and the Pembroke Park estate, becoming an island in the midst of a parking zone. This would likely incentivise residents with multiple cars and visitors to properties on Lime Grove to park on Coleridge Drive, which is already woefully short of spaces for the number of properties on the development, causing obstructions and hazards. Given the lack of pavements in the development, implementing this change would therefore actually jeopardise rather than achieve the stated aim of promoting road safety. I should add for completeness that I don't see that there is currently an issue with road safety in the northern stretch of Lime Grove, I actually find on the whole that the residents using it for access drive with great consideration for others. Again I feel that the blanket justification here has failed to take into account individual circumstances (for instance that this is not a through road and not subject to high volumes of traffic).</p> <p>If the proposals are implemented then residents such as myself living just outside the parking management scheme zone will face all of the inconvenient consequences of the change, with the knock-on implications of increased hazards on our own road and serious restrictions on our ability to park on other local roads when using nearby amenities, and will see no benefits whatsoever. I do not feel that overall the balance of interests are served in proceeding as proposed: changes should be made to more clearly articulate and precisely locate the problem, and adjust the solution to reflect this. More generally, I am surprised at the timing of the planned implementation, when patterns of behaviour have so markedly changed over the past year, this alone would seem justification to pause and reassess at a later date whether such restrictions are indeed warranted. In conclusion I strongly object to the proposals and trust that you will provide a reasoned response to my concerns.</p>
	<p>Officer's response: Considered as part of this report, see paragraph 10.</p>

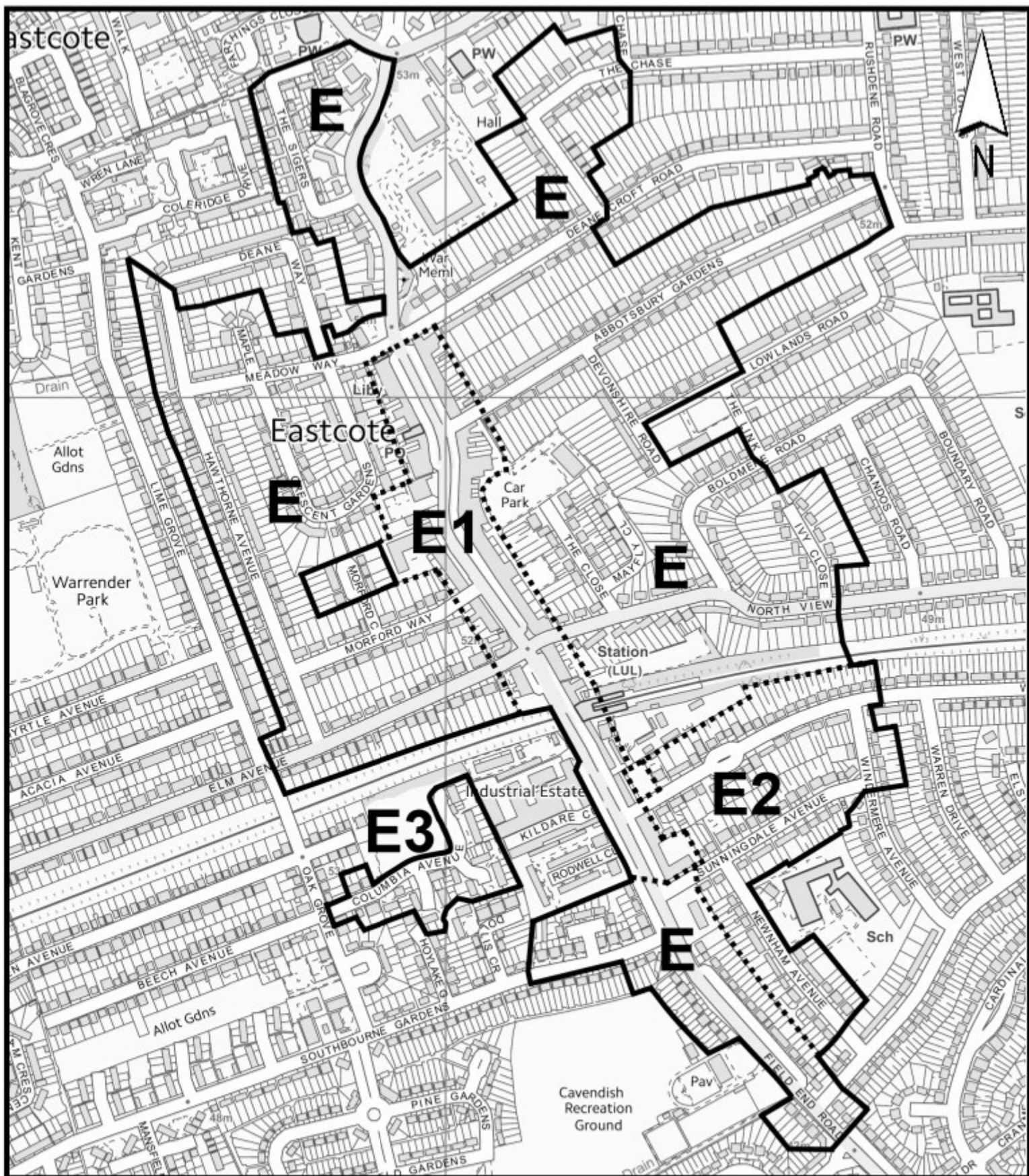
Deane Way	<p>Object</p> <p>We were consulted last year about parking arrangements in our street and said that we would like a parking restriction on 1 hour a day during normal working hours.</p> <p>We have seen the proposal and wonder why our road has not been included with our neighbouring roads Meadow Way and Maple Close in proposed Order 4?</p> <p>Deane Way is very close to the library and shops in Field End Road and it is just as close as other roads in the proposal to Eastcote Underground. People will realise this and many more will try to park for free in our relatively small street due to its location as the other street around us become restricted.</p> <p>Given that the response for Deane Way was 20 against and 14 for extending we will not consider a petition at this time. It will be interesting to see how things develop is and when the currently proposed changes take place and as shops and tube travel opens up further again. We think Deane Way will become a more popular spot for various drivers to park their vehicles and more of our fellow residents will come to realise that neighbouring streets will be fairly quiet while Deane Way will be very busy.</p> <p>Officer's response: The roads included within the proposal were decided as a result of the informal consultation. Residents are invited to petition the Council should they feel their road should be included in the scheme. Considered as part of this report, see paragraph 16.</p>
Field End Road	<p>Object</p> <p>Obviously the residential impact does not apply but I would like to point out that further restrictions on parking in the area will make it harder for library customers, many elderly, to park without payment for substantial periods to use the branch.</p> <p>Another consequence is that staff members who drive to work are likely to find it next it impossible to park anywhere near the building without having to pay metre or car park charges. These are, of course, higher for non-residents, who are more likely to be driving in. It will not only affect regular branch staff but colleagues coming on relief, official visitors from Hillingdon Council and elsewhere, and particularly engineers from Facilities or ICT who many have to bring in heavy or bulky equipment.</p> <p>I would ask you to bear in mind that the library is a Council facility providing important services to residents, and to weigh the needs of its staff and visitors against the wishes of the residents living in the proposed extended zones. If the scheme does go ahead without alteration, perhaps some sort of exemption could be arranged for staff.</p> <p>Officer's response: Considered as part of this report, see paragraph 16.</p>
Flowers Avenue	<p>Object</p> <p>We are not happy with the proposed parking restrictions on Lime Grove. They are unnecessary and it is not busy, also with covid restrictions and people working from home which is likely to be a trend going forward will further reduce anyone parking on the street for the day. Also if this is the main concern a restriction for an hour should address that. We worry about people looking for parking in our estate if they don't find anywhere to park on Lime Grove.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Flowers Avenue	<p>Object</p> <p>I believe they are too stringent and it would shift the parking problem to nearby streets and neighbourhoods. I believe there are other solutions that could resolve the parking problem such as having restrictions for a couple of hours a day.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Forbes Way	<p>Object</p> <ol style="list-style-type: none"> 1. The entrance to the site is adjacent to No.77 Lime Grove. 2. I drive to the site to transport my tools, compost and other materials necessary to maintain my plot. The site is in excellent order and well run by the on site committee. 3. I park at there kerbside in the road close to the site entrance. We do not obstruct residents driveways, drive at high speeds or cause any other obstruction to the residents of Lime Grove. 4. There is no need to extend the double yellow lines at the site entrance. 5. The use of allotments assists social, physical and mental well being for older residents. The allotment holders are all Hillingdon residents. 6. If this scheme is implemented I would have to give up my allotment tenancy. 7. Working from home in some degree is likely to continue well into the future and commuter parking is therefore likely to be reduced. <p>Officer's response: Considered as part of this report, see paragraph 9.</p>
Lowlands Road	<p>Object</p> <ol style="list-style-type: none"> 1. Parking is a problem for the whole road, especially as you will close off The Link and the Tennis Court side of Lowlands Road. 2. As a result of permit parking in Abbotsbury Road, Devonshire Road, and surrounding roads, many of those residents with vehicles unregistered to your scheme, park outside our houses and often for the whole weekend. The new scheme would have a serious knock on effect in moving the problem along the road. 3. I would like to know why we can't have a 'no parking between 11 and 12' method of controlling parking, or is it financial? 4. The solution would be giving residents permit parking to the whole road or at least outside my house and my immediate neighbour's house. After all we pay the same Council Tax, but would be at a distinct disadvantage to others in the road.

	Officer's response: Considered as part of this report, see paragraph 13 and 14.
Lowlands Road	<p>Object</p> <p>I think the scheme is not a good idea , as commuters, and shop residents, workers, visitors to Nearby Eastcote High Street will just park further down Lowlands Road, outside my house for example, making it more difficult and inconvenient for myself, friends and family to find parking spaces outside my own house.</p> <p>I have lived in my house for over 20 years without any parking problems.</p> <p>I feel you will just create much more parked cars and congestion further down the street.</p> <p>We already have commuters to the station, nearby Cannon Lane school parents parking on Lowlands Road for pick up and drop offs, also the many visitors to the tennis courts. More cars will most likely make it unable for residents on my side of Lowlands road to park outside their own house which I feel is unfair.</p>
	Officer's response: Considered as part of this report, see paragraph 14.
Lowlands Road	<p>Object</p> <p>Firstly, I would like to point out that I nor my neighbours from 27 down to the end of Lowlands road have had any correspondence regarding this planned extension to parking restrictions. This is an outrage. The only consultation was posted through the doors of the houses ‘affected’ and the lamp posts outside those houses. How would a property half way down the road who may never walk up to numbers 1-26 ever find out about the restrictions? When all of those cars park outside the houses from 27 onwards? It appears that this change is being rushed through and kept quiet from the ones who will be impacted the most. Not only are going to be changing the road in which I live without any consultation but you will be implementing parking restrictions that will have a massive impact on the parking outside the houses from 27 Lowlands Road down to the end.</p> <p>By making The Link and the start of Lowlands Road permit parking you will be accommodating the views of the houses numbered 1- 26 but you are completely disregarding the parking facilities of the neighbours from number 27 onwards. The permit parking will be a solution for the start of the road but will have a massive impact on the parking for the rest of the road as the cars and vans that park in the unallocated spaces outside the tennis club and along The Link will inevitably move to the spaces outside number 27 and beyond. If you feel that the road requires permit parking then the whole road needs to be made permit parking.</p> <p>If The Link is currently used for parking by shop workers and station users then they will only move their cars to the permit free zones. Therefore, upon discussion with my neighbours we categorically oppose Hillingdon Council restricting the parking in a small section and instead want you to make the entire road a permit parking road. I do not want to be writing a letter of complaint to the council in months to come when I can not park outside my own home due people’s work vans being parked outside, as they do not want the eyesore vehicles outside their own homes, so I strongly urge you to change your proposed plan to incorporate the whole road.</p> <p>In addition, I would like to raise the question as to why the Lowlands tennis club side of Lowlands Road, The Link and also the side of Devonshire Road, that has no houses alongside it, are permit parking or proposed to be permit parking? These roads can quite easily remain permit free and the areas in which there are houses, where residents need to park, can become permit to avoid unwanted vehicles parking in residential spots.</p> <p>I am extremely worried that if you continue with your proposed plan of permit parking, then this will have a detrimental effect on the rest of the neighbours who pay the same council tax and deserve the same rights to parking outside their own house.</p> <p>I therefore would strongly urge you to reconsider the permit parking in Lowlands Road and extend this further so that the rest of the neighbours in the road have equal opportunity to park outside their own house.</p> <p>I would very much like some correspondence about any works in my road as this is the area in which I reside and I have a right to know of any changes that may take place particularly if they indirectly affect my house and parking spaces.</p>
	Officer's response: Considered as part of this report, see paragraph 13 and 14.
Lowlands Road	<p>Object</p> <p>We fail to see what purpose a permit scheme will achieve except to make more money out of parking fines and permit charges. We do not have a parking problem in this area. There are plenty of roads without houses on one or both side; such as Devonshire Road (which bizarrely you have already restricted) and The Link, meaning demand for spaces from home owners in the area is low.</p> <p>We do not know how many workforce will be returning to commercial buildings, meaning there will almost certainly be less demand from commuters.</p> <p>Designated car parks in the area are not big. Eastcote is a vibrant shopping area and if you force more commuters to take those spaces, you will risk shoppers avoiding the area because they cannot park to shop.</p> <p>We feel strongly against added parking charges being inflicted on commuters on top of already high transport costs.</p> <p>We have not been consulted properly on this matter and we believe that you will be devaluing our properties, so we would like a chance to be properly consulted and for others in the area to be able to come together in a meeting when we are legally allowed to debate this parking scheme.</p> <p>Hillingdon have always been a fair council and trying to introduce this scheme without consultation is not fair.</p> <p>Many of my neighbours believe that this is a foregone conclusion. I wondered if you could help me understand to why restricted parking has suddenly come up again as something we would need in this area? When this subject came up before, we were fully consulted. There doesn’t seem to have been any communication from Hillingdon Council to many of the residents and I genuinely believe that there is no real issue with parking in this area.</p>
	Officer's response: Considered as part of this report, see paragraph 13 and 14.

Lowlands Road	<p>Object</p> <p>Firstly I am shocked and extremely surprised that I was not included in your mail shot. As a resident of the road I along with all my neighbours should have been included in any correspondence.</p> <p>I am very very much in disagreement with this proposal for many reasons but please note especially the following reasons.</p> <p>This proposal is going to force visitors to Lowlands Road to proceed further along the road to obtain a vacant parking space which will greatly congest the rest of Lowlands Road. As it is, it is often very difficult to get into our driveways with large vans parked on the road and it can be very dangerous getting in and out of the driveways. This will only enhance the problem as more and more vehicles will try to park in the balance of the road not included in the proposed area.</p> <p>There are a large number of houses in this road – I guess about 70. This residents parking proposal is currently for numbers 1 to 27. That amounts to 14 houses. That cannot be considered in any way to be the majority.</p> <p>There is a large amount of parking available locally. Behind Eastcote Station, continuing along behind the shops and a very large car park behind Aldi supermarket.</p> <p>Visitors to the area should be encouraged to use these facilities and not outside my front door nor that of my close-by neighbours.</p> <p>London Borough of Hillingdon provides the Hillingdon Card which allows ½ hour free and low cost parking for further hours.</p> <p>The most overall surprising thing in this proposal is that The Link has been included. This is a stretch of roadway with precisely ONE property.</p> <p>Additionally there is an infant school at the end of the street - Cannon Lane Primary and Infants where parents drop and collect children daily.</p> <p>This often causes total chaos because of the volume of vehicles and which will become an even greater problem.</p> <p>A similar proposal to this was suggested some years ago but was abandoned due to its great unpopularity.</p> <p>I think as we all pay our council taxes to LBH the council representatives should be working for and with the majority of households and not the minority.</p> <p>If this is approved then it will only set a president.</p> <p>Officer's response: Considered as part of this report, see paragraph 13 and 14.</p>
Lowlands Road	<p>Object</p> <p>When we were consulted a number of years ago the responses from the majority of residents of Lowlands Road was that we did not want change.</p> <p>I think it is unfair that the Council is now going ahead with this scheme for part of our road which will result in pushing more and more visiting vans and cars on to our part of the road. I hope you will reconsider the majority vote.</p> <p>Officer's response: Considered as part of this report, see paragraph 13 and 14.</p>
Lowlands Road	<p>Object</p> <p>I believe the scheme is trying to address the problem of commuters to Eastcote station parking all day. The cause is noble however the current proposal is flawed in two ways:-</p> <ol style="list-style-type: none"> 1. The operational times are much longer than they need to be. 2. The Zone should include the whole of Lowlands Road to avoid simply shifting the problem further up the road. <p>I recommend the following amendments:-</p> <ol style="list-style-type: none"> 1. Operational times should be reduced to Monday-Friday 12pm to 1pm. 2. The whole of Lowlands Road should be included up to the junction with Cannonbury Avenue. <p>Officer's response: If residents feel their road should be included in a Parking Management Scheme, they are invited to petition the Council. Considered as part of this report, see paragraph 13 and 14.</p>
Lowlands Road	<p>Object</p> <p>The inclusion of only part of Lowlands Road is just going to kick the problem down the road with all commuter traffic and commercial vans (especially over weekends i.e. Friday evening to Monday morning) that currently park in The Link and the included part of Lowlands Road being redistributed to the unrestricted parking available on the rest of Lowlands Road.</p> <p>This will make traffic on our section of Lowlands Road more congested particularly at school pick-up times from nearby Cannon Lane school. Having commercial vehicles that park on The Link is better option than to push these vans onto Lowlands Road where significantly more residents would be affected.</p> <p>At the very least if the proposals become effective, we request the Council commit to review the impact (including coming back to residents) of these changes on the excluded part of Lowlands Road within the next 6-12 months.</p> <p>Officer's response: If residents feel their road should be included in a Parking Management Scheme, they are invited to petition the Council. Considered as part of this report, see paragraph 14.</p>
Lowlands Road	<p>Object</p> <p>There is obvious benefit to Nos 1-27 Lowlands, however I would have thought any parking directly outside the Tennis Club or on The Link as being minimal inconvenience, as it is a dead space that is not directly outside anyone's home - with the obvious exception of 1 The Link.</p> <p>Making this dead space into parking bays will render it mostly unused, as there will be little or no parking required from nearby homes. This will only inconvenience the residents of 26/29 Lowlands Road upwards and would no doubt result in eventual calls to have the PMS extended to the whole street - which would be an unnecessary waste of time, effort and money and can be avoided.</p> <p>Some level of parking is required for non-residents so this is best offered by excluding the space adjacent to the Tennis Club plus most of The Link. This is a win 'protecting' the parking outside the homes that require it whilst minimising any knock on inconvenience to other residents. It may also reduce the overall cost of the scheme as well as pushing back any calls for extending it further.</p> <p>Officer's response: Considered as part of this report, see paragraph 14.</p>

Lowlands Road	<p>Object</p> <p>At the time of replying to the questionnaire sent out by the Council it was not as far as I can recall an option to have part of the road as Residents Parking, yet this is what you are now proposing. Your proposed plan is to have the Residents Parking on both sides of Lowlands Road, yet there are only residents on one side of the road. Simmerly you proposed to make the whole of The Link as Residents Parking yet there is only one house on the road!</p> <p>Many of the cars which do not belong to local residents that currently park on The Link and on Lowlands Road on the Tennis Club side are I believe commuters or workers from Eastcote Shops and if they are no longer able to park there will simply park further down Lowlands Road where no restrictions apply. Therefore I believe that your proposed scheme will just move parking issues further down the road, however given the number of cars it will impact on far more residents than under present arrangements whilst The Link and Tennis Club side of Lowlands Road will have little or no cars parked there as is the case now in parts of Devonshire Road.</p> <p>Officer's response: Considered as part of this report, see paragraph 13 and 14.</p>
Lowlands Road	<p>Object</p> <p>It seems that the upper end of Lowlands Road has been fully excluded from this consultation. Given the proposal will directly affect us I'd like to know why that is. Is it because on previous consultations we didn't give the answer the planners wanted? Is it fair or legal to deliberately exclude residents who will be affected based on their assumed response?</p> <p>People who need to park to access the Eastcote shops or transport links will simply park further up Lowlands Road where restrictions do not apply. So this proposal does not resolve the problem, it only shifts it to another area. And given upper Lowlands Road has a twice daily surge in traffic (during the Cannon Lane School drop and pick up) we would be further and adversely impacted from these changes.</p> <p>Officer's response: Considered as part of this report, see paragraph 13 and 14.</p>
Lowlands Road	<p>Object</p> <p>We do NOT want any further parking restrictions on Boldmere Road, parking is not an issue down here and putting further restriction will just push people to park in other streets. Now that fewer people are travelling parking is not an issue and in my opinion and of others that I have spoke to, putting in permit parking is just generating more income for the Council than clearing congestion that does not exist.</p> <p>Officer's response: Considered as part of this report, see paragraph 14.</p>
Lowlands Road	<p>Object</p> <p>1) Since parking restrictions were introduced to both Abbotsbury Gardens and Devonshire Road, this has resulted now in a lot of parked cars being resident for most of the day at the bottom end of Lowlands Road opposite the Tennis Club. It appears most local workers now use Lowlands Road as a parking place and with parked cars on both sides of the road can cause traffic issues.</p> <p>2) With Cannon Lane primary school in Cannonbury Avenue, there is now a lot of parking at this end of Lowlands Road with both teachers/parents' cars being present causing a number of traffic issues which as not been helped in addition by local roadworks.</p> <p>3) With whatever reasons this proposal has been brought forward, you will be merely on passing any issues here onto the residents of Lowlands Road.</p> <p>The Link is regularly used by commuters using Eastcote Station for a place to park their cars. This again was seen after parking measures being introduced by Council at the top end of Boldmere Road.</p> <p>Again by introducing these latest parking measures as part of this proposal will transfer the problem onto Lowlands Road, a bit like the 'balloon' effect.</p> <p>Officer's response: Considered as part of this report, see paragraph 14.</p>
Lowlands Road	<p>Object</p> <p>Definitely against it. It will make very difficult for the parents to drop off and pick up kids. Furthermore it will make the other roads well congested and dangerous.</p> <p>1)Currently there are about 50 cars parked along the proposed zone in The Link and Lowlands Road. Hence, if the plan was implemented, these cars will park further down Lowlands Road which has only 29 possible spaces.</p> <p>2) This is nearby a very acute bend 90 degree. I am afraid the situation will be horrendous for everyone and highly dangerous.</p> <p>3) I have lived here for 25 years and can see a disaster if the planning goes ahead. Its going to be chaotic and dangerous please give a good scrutiny before deciding.</p> <p>4) We strongly oppose in view with the above. Oh! Not to forget the cars from the Boldmere Road will also be looking to park somewhere!</p> <p>Officer's response: Considered as part of this report, see paragraph 14.</p>
North View	<p>Object</p> <p>This will result in more parking on our already congested and narrow street. There is a school entrance on the corner of Boldmere and Boundary Road and we have had issues in the past with parking over our driveways - this will only get worse if you proceed with the above changes. We cannot understand the logic of putting restrictions on The Link. There is only 1 house on that stretch of road and the parking does not affect other residents. These measures will mean that parking will move to other streets including Boundary Road. You are creating more congestion for residents.</p> <p>We have environmental concerns as more front gardens will be paved over as a result of these proposed measures. Consequently this could lead to more localised flooding which has historically happened in Boldmere Road and reduction in wildlife as the hedgerows and gardens disappear.</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>

North View	<p>Object</p> <p>There are no safety reasons to introduce these. Although I understand why residents of Lime Grove might want to park outside their own house, this would have a disproportionately negative impact on allotment holders.</p> <p>Allotment holders tend on the whole to be 'green' and I certainly try to walk to my plot whenever is practical. However I do have to park in Lime Grove either when travelling to/from the allotment via another location and popping in to water quickly or when transporting heavy or cumbersome items like manure or trays of seedlings or harvested vegetables.</p> <p>I have not found parking within the area immediately around the allotment gates difficult so I do not agree that local residents would be unable to find parking themselves, certainly not at the upper end of Lime Grove. If this is to prevent people parking all day to catch the tube into town, then the introduction of a completely restricted hour at 12 noon or a 3 hour limit should be more than suffice. Alternatively allotment holders will need to be given a permit.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
Pine Gardens	<p>Object</p> <p>As an allotment holder and pensioner the proposed restrictions will impact on my access to the allotment site as I need to drive there and take relevant equipment and materials and as I spend a good number of hours attending my plots the proposed restrictions would seriously hamper my enjoyment and exercise of the allotment leased to me freely by the Council.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>
The Chase	<p>Object</p> <p>Officer's response: Considered as part of this report, see paragraph 11.</p>
Wren Lane	<p>Object</p> <p>I understand that the reason you are proposing a scheme is to probably help residents of the named roads deal with non-residents parking, but I can't help but feel that this scheme will just take this problem and create it elsewhere - i.e. in the Pembroke park development.</p> <p>We are already short of a number of parking spaces at Pembroke Park because TW sold them on when this should never have been allowed. We are therefore likely to have people visiting the properties in Lime Grove and Kent Avenue who may well try to park in the Pembroke Park development. This will cause chaos for us and have a serious knock on effect. Has this even been considered?</p> <p>I would be interested in hearing more about the scheme and how LBH proposes to stop this problem creeping further into the Pembroke park development which, if you take a look, is already heaving with a ridiculous number of inappropriately parked cars.</p> <p>Officer's response: Considered as part of this report, see paragraph 10.</p>



Eastcote Parking Management Scheme

Appendix C

June 2021

Scale 1:6,500

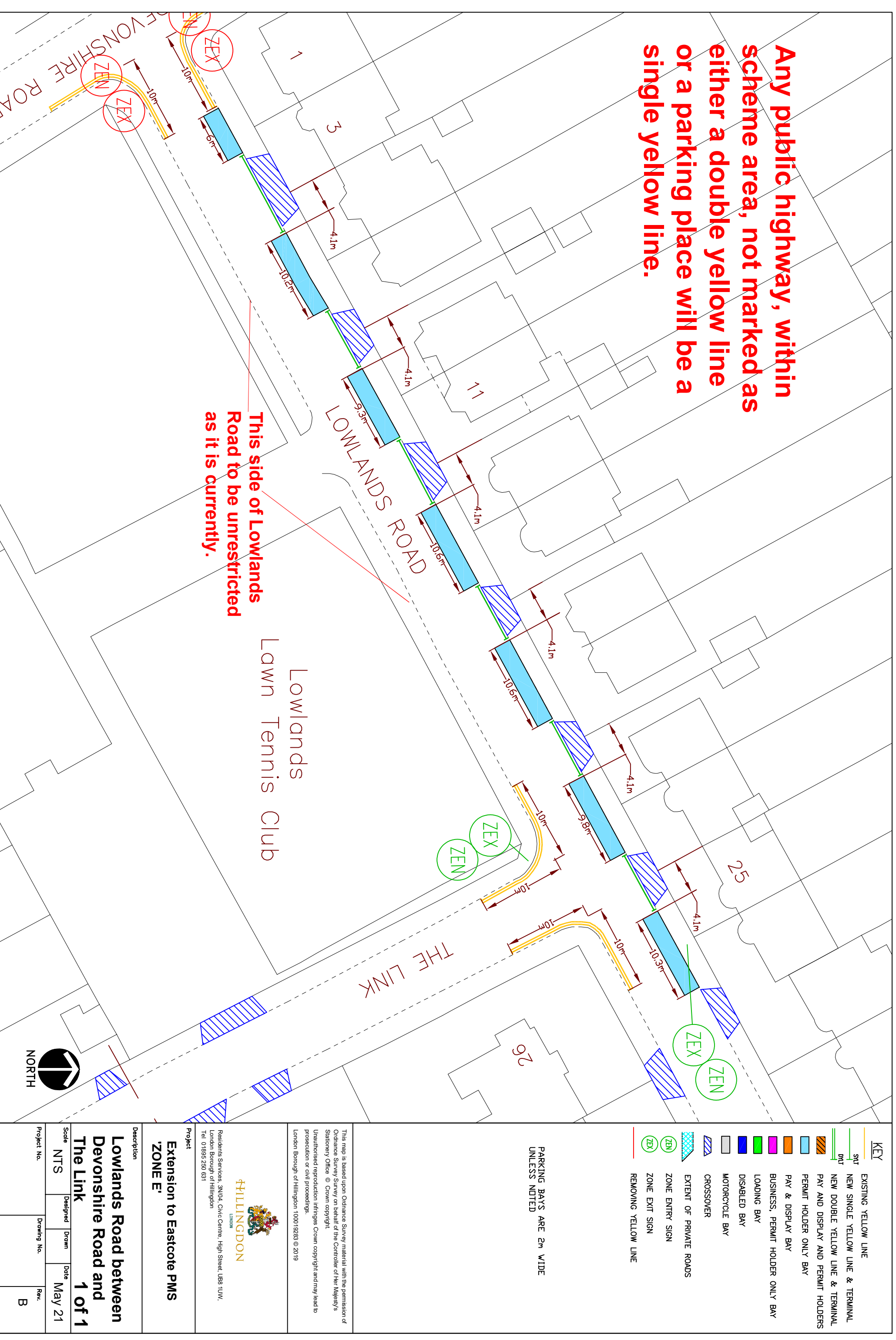


Extent of the Eastcote Parking Management Scheme

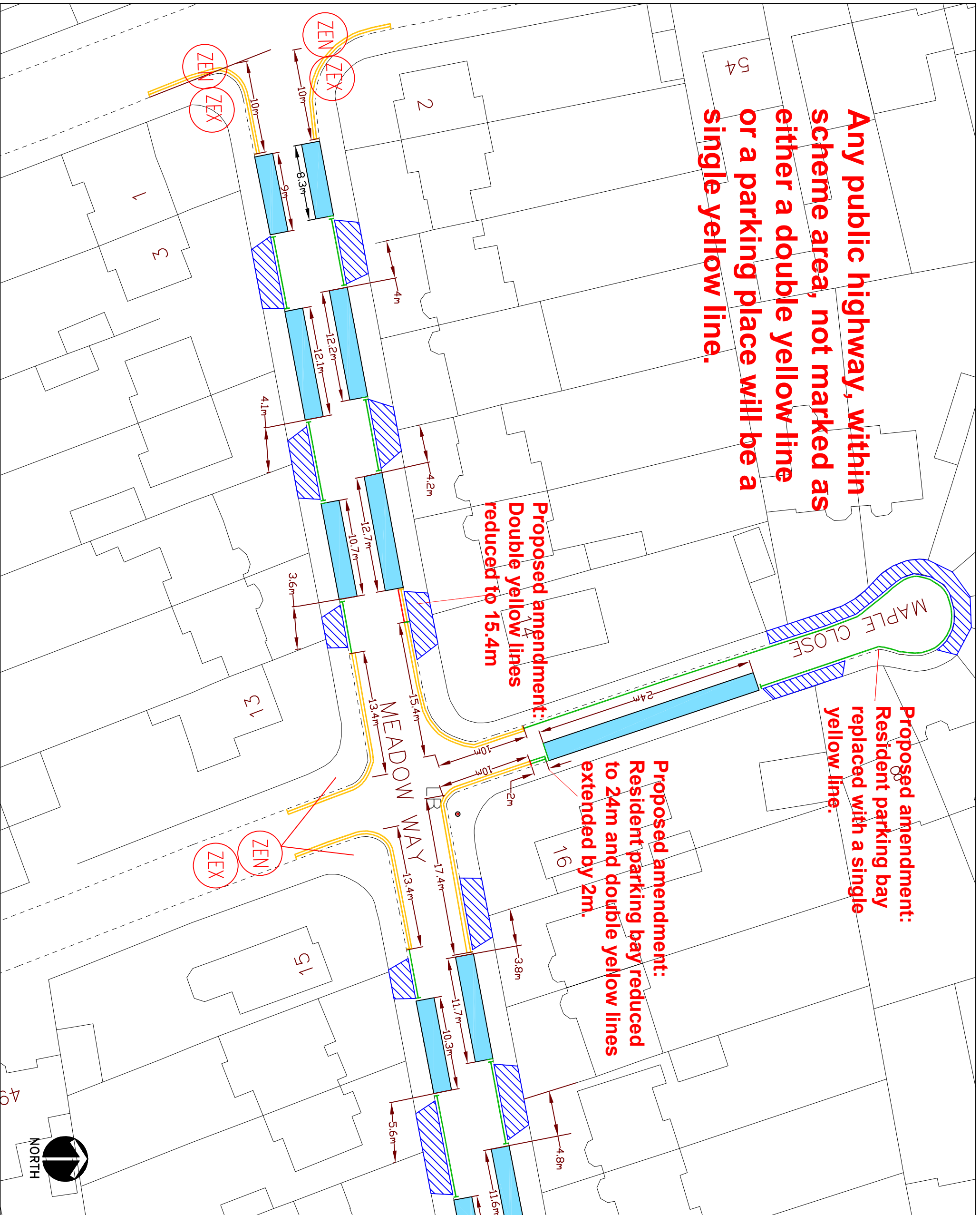



Internal zone boundary

Appendix D



Appendix E



<p>KEY</p> <p>EXISTING YELLOW LINE</p> <p>NEW SINGLE YELLOW LINE & TERMINAL</p> <p>NEW DOUBLE YELLOW LINE & TERMINAL</p> <p>PAY AND DISPLAY AND PERMIT HOLDERS</p> <p>PERMIT HOLDER ONLY BAY</p> <p>PAY & DISPLAY BAY</p> <p>BUSINESS, PERMIT HOLDER ONLY BAY</p> <p>LOADING BAY</p> <p>DISABLED BAY</p> <p>MOTORCYCLE BAY</p> <p>CROSSOVER</p> <p>EXTENT OF PRIVATE ROADS</p> <p>ZONE ENTRY SIGN</p> <p>ZONE EXIT SIGN</p> <p>REMOVING YELLOW LINE</p>			
<p>PARKING BAYS ARE 2m WIDE UNLESS NOTED</p>			
<p>This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon 100019283 © 2019</p>			
<p> HILLINGDON London</p> <p>Residents Services, 3N/04, Civic Centre, High Street, UB8 1UW, London Borough of Hillingdon Tel: 01895 250 631</p>			
<p>Project</p> <p>Extension to Eastcote PMS</p> <p>'ZONE E'</p>			
<p>Description</p> <p>Meadow Way and Maple Close</p>			
<p>1 of 2</p>			
<p>Scale</p> <p>NTS</p>	<p>Designed</p>	<p>Drawn</p>	<p>Date</p> <p>May 21</p>
<p>Project No.</p>	<p>Drawing No.</p>		<p>Rev.</p> <p>B</p>

Appendix F

