



Democratic Services

Location: Phase II

Ext: 0692

DDI: 01895 250692

CMD No: 588

**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
& TRANSPORT**

c.c. All Members of the Property, Highways and
Transport Select Committee

c.c. Aileen Campbell, Place Directorate

c.c. Perry Scott, Corporate Director of Place

c.c. Ward Councillors for Harefield Village

Date: 12 September 2022

Non-Key Decision request

Form D

HIGH STREET, HAREFIELD - RESULTS OF STATUTORY CONSULTATION ON A POSSIBLE 'STOP AND SHOP' PARKING SCHEME

Dear Cabinet Members

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 21 September 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: HIGH STREET, HAREFIELD - RESULTS OF STATUTORY
CONSULTATION ON A POSSIBLE 'STOP AND SHOP' PARKING 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 Property, Highways & Transport

HIGH STREET, HAREFIELD - RESULTS OF STATUTORY CONSULTATION ON A POSSIBLE 'STOP AND SHOP' PARKING SCHEME

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Aileen Campbell, Place Directorate.
Papers with report	Appendices A, B and C

HEADLINES

Summary	To inform the Cabinet Member of the results of the formal consultation carried out with residents and businesses of High Street, Harefield on a possible 'Stop and Shop' Parking Scheme.
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 recommendation to this report is estimated at £1,500 and will be managed within existing revenue budgets for the Transportation Service.
Relevant Select Committee	Property, Highways & Transport Select Committee.
Relevant Ward(s)	Harefield Village

RECOMMENDATIONS

That the Cabinet Member:

1. notes the responses received to the formal consultation on a possible 'Stop and Shop' Parking Scheme in High Street, Harefield;
2. instructs officers to take no further action in implementing a 'Stop and Shop' Parking Scheme in High Street, Harefield at the present time based on the responses received during the formal consultation, but instead to review the parking situation in 12 months' time; and
3. instructs officers to proceed with the installation of a disabled bay outside Malthouse Pharmacy, Breakspear Road, Harefield as shown in the plan attached as Appendix C.

Reasons for recommendations

The recommendations reflect the responses received to the consultation with residents and businesses in High Street, Harefield, and visitors to the shops and services.

Alternative options considered / risk management

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

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Cabinet Member will recall petitions and requests were received from residents and business owners in High Street, Harefield asking for changes to be made to the current unrestricted parking arrangements in the village to help promote a turnover of parking availability. It was suggested that cars were being parked all day outside businesses, resulting in visitors not being able to park near the services they require. One of the petitions submitted by local businesses stated the desired outcome to be:

“timed parking e.g. Short stay of 2 hours”.

Another petition requested that the Council:

“1. Introduce long-term parking in the public car park.

2. Enforcement of all parking restrictions and improve signage to the car park.”

A further petition was submitted to the Council asking for the Council to:

“1) Create as soon as possible a disabled ‘blue badge’ parking bay right outside the opticians. The High Street pharmacist has one, why not the opticians? 2) Improve drainage so the huge puddle that forms outside the opticians when it rains is resolved. 3) Move rapidly towards a ‘Stop and Shop’ scheme on Harefield High Street that allows up to 2 hours (the time often required for a thorough visit to the opticians. 4) Allow all day parking in the Harefield House car park so shop workers do not clog up local roads. St Martin’s approach car park in Ruislip allows that, why not here?”

Following a meeting with petitioners, the Cabinet Member at the time asked officers to carry out an informal consultation with residents and businesses in an area agreed in liaison with local Ward Councillors to determine whether managed parking would be supported by those directly affected by any changes to the current parking arrangements.

2. The informal consultation was carried out and the results showed that out of 114 consultation packs delivered, only 23 were returned; 10 responses indicated that they would prefer no changes to the current parking arrangements and 13 supported a possible ‘Stop and

Shop' Parking Scheme. The results were shared with local Ward Councillors who asked for a possible scheme be progressed to statutory consultation.

3. Officers prepared a detailed design to share with residents and businesses. The proposals incorporated the usual elements of a 'Stop and Shop' Parking Scheme; pay and display bays, a loading bay, disabled parking bays and double yellow lines. The pay and display bays were reflective of where cars were currently parked during various site visits made by officers and is aimed at maximising the amount of available parking. The loading bay was also indicative of where delivery vans were parked during site visits and seemed practical to have the available space between No. 18 and 24 High Street facilitate this. Requests were made for additional disabled bays specifically outside Malthouse Pharmacy and Harefield Opticians which have been included in the proposed design. The 'School Keep Clear' road markings have also been extended in the proposals to improve safety and congestion during drop-off and pick-up times to the local schools on this narrower stretch of road.

4. The 21-day statutory consultation was subsequently undertaken. Letters were sent to properties in an area agreed in liaison with local Ward Councillors as seen on the plan attached as Appendix A. Public notices were displayed on site and an advert was published in the local newspaper explaining how residents, business owners and the public could write to the Council to make their views known on whether they supported the proposals, had any suggested modifications or wished to object to the scheme.

5. Numerous comments were received during the formal consultation period, the majority of which were from visitors or residents of Harefield outside of High Street. Overall, 67 comments were received in relation to the formal consultation, most of which objected to the proposals. The comments have been summarised and tabulated in Appendix B to this report, with officer's comments where applicable.

6. 50 of the responses referenced the Harefield House Public Car Park, with some indicating support but **'only'** if this public car park was made free, or some even just stating they would like the car park to be free again or changed to long stay with no reference to the parking scheme proposals in High Street. Changing the maximum stay of car parks is outside the remit of this consultation and as made clear in petition reports, the informal consultation report and responses to enquiries, making the car park free is not within the Council's powers as outlined below. The context was stated in the petition report for the Petition Hearing of 12 October 2016 which is available to view on the Council's website:

"In line with these improvements and following a protracted period, Country and Metropolitan Homes Ltd, transferred the car park adjacent to Harefield House to the Council as requires under a S106 agreement (as defined under the Town and Country Planning Act 1990 and amendments). The Council now has a lease for 99 years, which will expire in 2113.

As part of the planning proposals to redevelop the Harefield House site, a Section 106 agreement was put in place that would allow the Council to lease the land and regulate the car park on similar terms to those set by the Council in respect of their car parks for the public at large.

If the Council had failed to action the Section 106 agreement within the specified timeframe, the landowner would have been able to have retained the area for his own uses

and management and would have no obligation to maintain the area as a car park. The Cabinet Member will appreciate that this is an important obligation and by honouring its obligations, the Council has best served the interests of local residents through ensuring that the car park remains available as an asset for all to use."

7. The car park incurs the same charges as the majority of other car parks in the Borough. A couple of comments advised that visitors, as well as residents of Harefield do not know that the car park exists and stated the signage should be improved. The signage for Harefield House Public Car Park has recently been reviewed, with new signs at the roundabout and on High Street which indicate where the car park is for anyone travelling through the village, making it clearer to residents and visitors that there is a public car park. The Council's Parking Enforcement Team have also advised that between 18 January 2022 and 4 June 2022, a total of 9,544 tickets were dispensed from the Pay and Display machine in Harefield House Public Car Park, 7,426 of which were for the 30 minutes free, clearly showing that the car park is frequently used, with a high turnover of visitors.

8. The comments from business owners and residents living in High Street were mixed. As seen in Appendix B, the responses received against the proposals expressed concern for where employees would park during the operational times, advising *"business owners on my side of the high street including myself have no available parking"*. Another response gave an insight into how the free parking is invaluable to some business owners and residents, believing there would be *"unintended consequences which will directly affect those who live and work in Harefield High Street"*.

9. As mentioned in item 6, several comments indicated that the scheme would only work if the car park was made free, partly due to concerns over where business owners and their employees would park but there was also concern for where residents who live above the shops would park during the day. 'Stop and Shop' Parking Schemes are primarily implemented to tackle all day parking issues and generally do not feature an integrated residents' permit parking scheme. As a result, residents who live above the businesses would need to find alternative parking perhaps in neighbouring roads. This point was highlighted by some residents, particularly in roads such as Merle Avenue, Park Lane and Pond Close who believe that they would face the consequences of displaced long-term parking in their road where *"users will obviously try and park"*. One comment advised that the proposals need to be looked at with a view of a wider area and parking schemes should be considered in roads in close proximity to High Street. The Council does not impose restrictions on roads, and residents' permit parking schemes are resident driven by way of petitions, with helpful input from Ward Councillors who have in-depth knowledge of the issues highlighted by residents and businesses within their ward.

10. Comments from residents and business owners in High Street who were in support of the scheme advised that a scheme would benefit customers as currently *"customers cannot park near"* the businesses, particularly elderly or vulnerable customers who need to park closely to the shops or services they require. Part of the proposed scheme was a disabled bay in front of Malthouse Pharmacy, Breakspear Road and No. 33 High Street, Harefield. It is recommended that the proposed disabled bay in Breakspear Road be implemented, however it was felt that another disabled bay in the main shopping area outside Harefield Opticians will limit available parking in High Street and it was reported that the existing disabled bay in High Street is often used by drivers not displaying a blue badge as the space is often empty. One

of the comments during the formal consultation also requested an additional disabled bay outside of Harefield Pharmacy, however, it was felt this would not benefit High Street and there are also numerous disabled parking bays in Harefield House Public Car Park which is in close proximity to High Street. One comment asked, *“why do we need double yellows on my dropped kerb exactly?”*. Within a Parking Scheme the area becomes a controlled zone, and so double yellow lines are proposed on the adopted highway where there is not a parking bay. If a scheme is not progressed, then yellow lines would not necessarily be installed.

11. Comments from those living outside of the area suggest they have had to change their shopping habits because at present, parking is too difficult in High Street. The responses mentioned that a scheme such as this would increase the vibrancy of High Street and make it easier for visitors passing through to park when wanting to just quickly pop into a shop. There are arguments however that *“even a small change will deter many from stopping at all”*, with one resident of Harefield advising that the village is smaller *“in comparison to Ruislip and a lot less busy”* and therefore does not have the same requirements as larger town centres. Clearly some town centres have benefited and continue to support ‘Stop and Shop’ parking schemes by increasing the turnover of spaces in front of businesses. However, in this instance there were a significant number of objections received to the formal consultation which indicates the level of concern from residents, businesses and visitors of High Street particularly in regards to what they perceive as possible negative effects of a ‘Stop and Shop’ Parking Scheme. There is clear trepidation and belief that the consequences could outweigh the advantages of the proposed scheme by deterring people from stopping to visit local shops and create difficulty for residents and employees in High Street and the wider community.

12. In-depth analysis of the responses showed that overall the majority of responses **objected** to the wider scheme, with a couple of responses even sharing their experiences of drivers parking in private areas and being inconsiderate towards residents and businesses who need and use the service roads and closes. As seen in Appendix B, concerns were raised about the proposed loading bay next to the entrance to Taylor Close which is a private area, where residents advised of the parking problems they experience such as drivers parking on the double yellow lines or even in the Close. Although the loading bay was supported by some businesses who felt that at present *“deliveries have been inconvenienced”*, there were concerns a loading bay may encourage vehicles to block the entrance even further and the restrictions would continue to be ignored by some drivers as they are now. Some residents have alleged that they have not seen Civil Enforcement Officers (CEO) in the area to deter this behaviour; the Council’s Parking Enforcement Team have advised that between 1 January 2022 and 17 January 2022, CEOs visited the location 21 times with it being likely vehicles are moved on when they see the officer, since then enforcement visits have been increased in the area and residents are encouraged to contact Parking Enforcement Team via the parking enforcement hotline if they require a CEO to attend a location. There are of course exemptions to waiting restrictions such as loading / unloading and Blue Badge Holders and, for this reason, CEOs are required to carry out an observation period before progressing enforcement of parking contraventions. No waiting and loading restrictions could prevent this and so these concerns have noted and will be considered and investigated separately by officers. Of course, no-one apart from those permitted should be parking in private areas at all, and parents of children who attend the nearby schools and visitors of High Street are encouraged to use the car park, which is 30 minutes free and a safer place to park opposed to blocking accesses. Where restrictions such as double yellow lines are in place, these have been put in place to promote access and improve road safety.

13. All of the responses received to this formal consultation have been shared with the local Ward Councillor who acknowledges the comments received both in support and objection of a 'Stop and Shop' Parking Scheme. Based on the comments received to the formal consultation, the proposals are evidently not widely supported by residents, businesses, and the local community. It is therefore recommended that no further action be taken to implement a 'Stop and Shop' Parking Scheme in High Street at the present time, but that the parking situation be reviewed in 12 months. It is recommended, however, that officers proceed with the installation of a disabled bay in front of Malthouse Pharmacy, Breakspear Road.

Financial Implications

The estimated cost associated with the recommendations to this report is £1,500 and will be managed within existing revenue budgets for the Transportation Service. If a scheme is subsequently approved for implementation, the costs will be eligible for capitalisation subject to the relevant Capital Release protocols.

RESIDENT BENEFIT & CONSULTATION

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

To change the parking measures requested by residents and businesses following consultation.

Consultation carried out or required

Residents and businesses were formally consulted to see if they would support the introduction of a 'Stop and Shop' Parking Scheme in High Street, Harefield. If the recommendations to this report are approved, then officers will organise the implementation of the disabled bay as seen in Appendix C at the earliest opportunity.

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The process confirms that there are no legal impediments to the Council agreeing the recommendations to this report, which are in accordance with the outcome of the statutory consultation.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

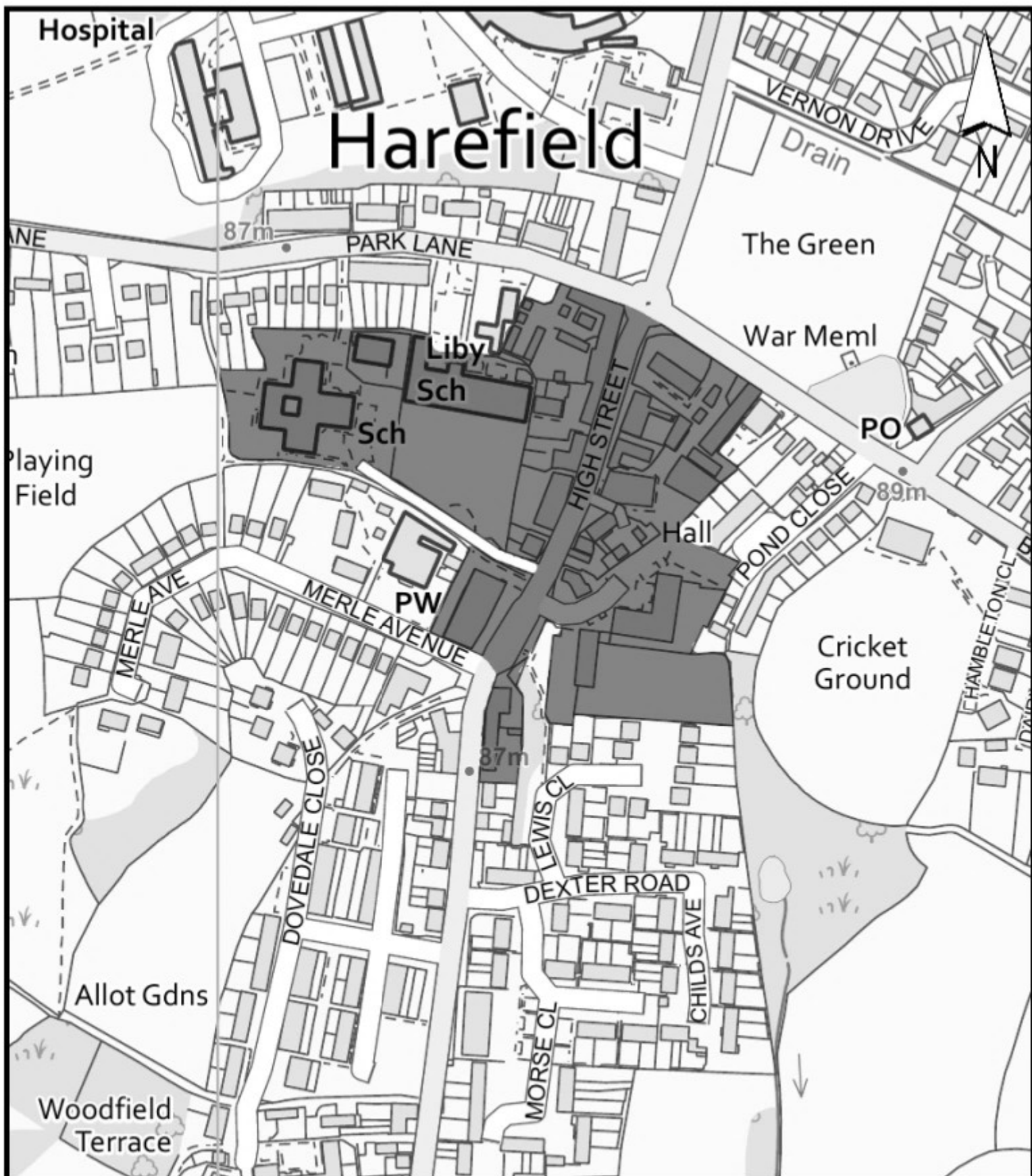
NIL.

TITLE OF ANY APPENDICES

Appendix A - Location plan of formal consultation area for possible new 'Stop and Shop' Parking Scheme.

Appendix B – Tabulated summary of the comments received during the formal consultation period.

Appendix C – Detailed design indicating the existing disabled bay in High Street and the disabled bay to be implemented in Breakspear Road North, Harefield.



High Street, Harefield Proposed Stop & Shop Parking Scheme

Appendix A

October 2021

Scale 1:3,000



HILLINGDON
LONDON



Formal consultation area for a proposed
Stop & Shop Parking Scheme

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Appendix B

High Street, Harefield- Responses to formal consultation for a proposed 'Stop and Shop' Parking Scheme		
Approximate Address	Comments	Officer's Comments
High Street	<p>I object to the above proposal based on the grounds that business owners on my side of the high street including myself have no available parking. If permits are not included for business owners, then where do we park our cars?</p> <p>If business owners are granted permits, then I would have no objection.</p>	Considered as part of this report as seen in item 7.
High Street	<p>We are strongly in favour of this proposal as we believe it will be beneficial to both residents and the business users of the shops on Harefield High Street. We have been looking for something like this for a very long time and believe that it will make life much easier for those using the high street.</p> <p>We have had an increase in the number of elderly and disabled people who require access. The disabled bay has been a welcome addition but we need at least another one outside of Harefield Pharmacy and one outside of Malthouse Pharmacy to further support.</p> <p>We strongly believe that, due to the increased turnover of vehicles, that people will find it easier to park- as there is currently a problem with parking spaces being used by people who leave the vehicles there for prolonged periods of time, thereby preventing customers from parking and accessing shops on the high street.</p>	Considered as part of this report as seen in item 9.
High Street	<p>We need monitored parking in High Street.</p> <p>For over 20 years I have been campaigning for stop and shop. And for 20 years the idea has been dismissed. My neighbour has been parking, sometimes for over a month, in the bay outside my shop.</p> <p>My customers cannot park near, and deliveries have been inconvenienced.</p> <p>I would back this 100%, and I can supply photographs to back me up.</p> <p>The high street has become like central London, not helped by surrounding road closures, and of course, the inconvenience and nightmare of HS2.</p>	Considered as part of this report as seen in item 9.

High Street	<p>Since 1999, I have been able to park outside my premises in Harefield High Street, without restriction. This is extremely important to my business and is certainly one of the main reasons I chose to set up my business in Harefield. Being close to London, with unrestricted parking, being able to come and go at any time of day or night, being able to park outside of my business and load equipment over many hours throughout the day - all of this is very important to how my business operates.</p> <p>My choice would be for the situation in Harefield to remain as it is now. It can be busy at times, however, this is part of the charm of Harefield village - that the parking is free and the village is busy with people coming and going. Usually - I find if I drive up and down the High Street a parking place is available - if not, usually a space does become available within minutes. There is a constant flow of cars coming and going in and out of Harefield.</p> <p>In my view it will be a sad day when parking is charged for in Harefield village.</p> <p>However, if parking restrictions must be brought in - I would allow for residents and businesses of the High Street to be allowed to park in the High Street, unrestricted.</p> <p>This could be done by issuing a residents permit for those who live and work in the village.</p> <p>My situation</p> <p>As written, I have lived and worked out of Harefield since 1999. Usually I am in Harefield a week per month, sometimes more according to work requirements. My comments regarding the proposed changes are as both a resident of Harefield High Street and also as a business owner.</p> <p>Many times I will come and go to Harefield throughout the day, loading equipment, delivering equipment, departing and returning to Harefield. Other times I spend hours meticulously loading items into my vehicle throughout the day. With the proposed parking restrictions this will make this way of working impossible. Being forced to park away from the High Street will mean my vehicle will be unattended for many hours - this poses a security risk. I will not be able to pack my vehicle with equipment as I have done in the past; to leave the vehicle away from the High Street with expensive equipment is a big risk and something insurance will not cover.</p> <p>My suggestion would be for a residents parking permit, for residents and businesses of the High Street, to be introduced - this would allow for unrestricted parking for those who live and work in the High Street. The residents permit could be charged for at an appropriate level where only those who really need the parking</p>	<p>Considered as part of this report as seen in item 7.</p>
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would pay for this. Perhaps £100 per year or £250 per year - whatever is decided as being appropriate.

Having a parking permit for businesses and residents of the High Street would result in:

- Only residents or businesses of Harefield High Street being allowed to park in the High Street unrestricted
- No disruption to the lives of those who live and work in the High Street
- Those who do not live/work in the High Street would be allowed to stay free for up to 1/2 an hour and then need to pay or park elsewhere
- Increased revenue from both parking charges and permits

A residents parking permit would result in reduced congestion in Harefield High Street, from the current situation, as only those who live and work in the High Street, and pay for this, would be allowed to park in the High Street unrestricted. This would immediately stop anyone parking long- term in the High Street who is not a resident of the High Street.

I don't believe there would be many people who live/work in the High Street who would choose to pay for a parking permit - for many High Street residents they already have parking behind the High Street, or can comfortably park elsewhere. Furthermore, not everyone drives.

Therefore I do not believe a residents permit would result in the Harefield High Street being clogged with vehicles.

However, for those of us who do live and work and run our lives and businesses out of Harefield High Street, and do not have alternative parking, I believe we should be given the option of a residents parking permit, to allow us to come and go as we need to - without restriction - as it is now. It doesn't seem fair we should be forced to change our lives and business practices in such a major way. What is being proposed would be extremely detrimental to my business. I would go as far to say it would make it virtually impossible for my business to operate out of Harefield High Street.

If the proposed parking restrictions come into force, inevitably I will end up rushing around, worrying about parking charges, I will worry where my vehicle is, worry about the security of my vehicle and items in my vehicle, if I have overstayed the 2 hour limit in the High Street, or if I need to come and go 6 times or more in one day how do I deal with this? I need to be able to park immediately outside my premises - without restriction - this is essential to my business!

I feel very strongly about this and wish for Harefield High Street to remain as it is.

This is about rights and how the community of Harefield operates. Harefield is a village: as such it has a

There is about Harefield and how the community of Harefield operates. Harefield is a village, as such it has a certain way of life. To empty the High Street of residents vehicles will push vehicles further out of the High Street, to other parts of Harefield. This will likely result in increased car crime - I already know of several cases where people who live in Harefield have had their catalytic converters cut from beneath their vehicles - which is an expensive repair and often results in the vehicle being written off. I'm not happy to park my vehicle up to 1/2 a mile from where I stay.

I am not against change. However, before change is implemented please consider the unintended consequences which will directly affect those who live and work in Harefield High Street. My view is the right to park in the High Street should be protected for residents and businesses of the High Street.

The reason I chose to set up my business in Harefield can be surmised in a single word - access! Being able to park outside of where my business operates and where I stay, is critical to the operation of my business and my own peace of mind.

For me there is no benefit to having parking restrictions in Harefield High Street. This is not what I signed up for when I moved to Harefield. It may seem like a simple thing to park around the corner, move the vehicle within 2 hours, pay for parking as needed, however, with these proposals comes significant disruption and loss of flexibility for business owners and residents of the High Street.

Personally, I think if restricted parking is enforced, as described in the proposal - this will be awful news for residents and business of Harefield High Street. This will put the security of our vehicles at risk, disrupt our lives and work practices, and result in a hollowed out High Street devoid of anything other than convenience shops and fast food outlets. A business such as mine could not function with such restrictions and these proposals will certainly make life difficult for residents and business owners who need to come and go to Harefield High Street throughout the day.

Sadly I will need to consider options and look to move my business elsewhere if these proposals are brought into action. My concerns could easily be addressed by allowing residents and businesses of the High Street to purchase a parking permit maintaining the rights we currently have.

I leave you with one last thought - imagine if off street parking were to be taken away from where you live and work. For many people this would likely bring significant distress. This is exactly what I am dealing with. Thanks for your attention!

High Street	<p>I think it is very unfair and detrimental to us providing our valued services that a customer who inadvertently gets a shorter period than they eventually require to receive a proper service is not allowed to meter feed to the maximum allowed; not at all helpful to us as we struggle out of lockdown. They often do not realise how long an appointment may take.</p> <p>Also: will there be a double yellow on our dropped kerb?</p> <p>Why do we need double yellows on my dropped kerb exactly?</p> <p>The argument against meter feeding makes no sense to me.</p>	<p>The legal Traffic Order makes clear 'meter feeing' is not allowed. It is the driver's responsibility to get the necessary ticket for their length of stay.</p> <p>The queries regarding double yellow lines are considered as part of this report as seen in item 9.</p>
High Street	<p>I object to the overall plans.</p> <p>If this scheme is going to work, the Harefield House car park must allow parking for longer than 4 hours. Local tradespeople rely on their vehicle in order to work along the high street and locally for residents.</p> <p>If there are no proper and fair parking arrangements made for this type of user, the user will obviously try and park along residential streets, thus causing more parking problems for residents and safety concerns for pedestrians, It will not make sense and will cause further problems and frustration for residents and shop owners.</p> <p>We want to encourage shoppers to the high street but please ensure parking is fair and practical for ALL visitors and residents.</p>	<p>Considered as part of this report as seen in items 6 and 7.</p>

Taylor Close	<p>I am not opposed to the scheme, but am very concerned about the entrance to Taylor Close. Getting in and out can be very challenging now and with the planned Loading Bay to the right of the entrance I am concerned greatly.</p> <p>There are already yellow lines but nobody adheres to them. You never see any traffic wardens. The entrance not only gets blocked with cars, vans whatever parked across but up the entrance as well.</p> <p>So unless you have wardens patrol the high street regularly the situation will only get worse for residents and the safety aspect will be ignored.</p> <p>It would also be beneficial if the public car park was put back to free for residents as it used to be and would alleviate some of the problem.</p> <p>Please look at this situation seriously.</p> <p>Taylor Close and the flats above shops should have access at all times, not just for cars but emergency vehicles and delivery vehicles to properties.</p>	Considered as part of this report as seen in items 6 and 11.
Outside the scheme area		
Outside scheme area	<p>This scheme will cause an awful lot of congestion in the High Street. With the infant and junior schools entrance, there will be many parents just leaving cars in the road to take children inside and the same to collect the child.</p> <p>The same will happen when wanting to shop, cars are left on the pavement or blocking access points. The parking spaces at the GP surgery also get filled with shoppers. With limited parking at Harefield Hospital, residential areas get pretty full too. I think its back to the drawing board!</p>	Considered as part of this report as seen in item 7.
Outside scheme area	<p>This is a much needed scheme for Harefield, especially for disabled and aged residents. It has been requested several years ago. Please give it your urgent attention.</p>	Considered as part of this report as seen in item 10.

Outside scheme area	<p>1. I wish to register my support for the establishment of pay and display parking bays operational 'Monday to Saturday 8am to 6:30pm' on sections of High Street, Harefield with a maximum stay of up to two hours and charges.</p> <p>The High Street is at present often filled with cars that remain in a space all day. This means that finding somewhere to park on the High Street to nip to the shops is often impossible. This scheme would remove this issue and allow a turnover of parking spaces for visitors to the adjacent businesses, thus helping the vibrancy and use of the High Street by shoppers, business users etc....</p> <p>From previous experience such a scheme has been vastly beneficial to Ickenham and Ruislip to name just two other areas I often use and so should be of great benefit to Harefield.</p> <p>2. I wish to register my support for the installation of a disabled parking bay in which Blue Badge holders may park 'at any time' outside:</p> <p>1)No.33 High Street, Harefield</p> <p>ii) Malthouse Pharmacy, Breakspear Road North, Harefield.</p> <p>There is at present no disabled bay on the eastern side of the High Street in Harefield. The establishment of a disabled bay outside No. 33 High Street would solve this. It is additionally important that this is outside the opticians to allow people with vision issues easy access to their healthcare provider and would be more beneficial in the proposed location than any other.</p> <p>The proposed bay on the western side of the High Street would mean that the existing disabled bay is kept and again is the most logical position for that side of the High Street, outside the pharmacy.</p> <p>I hope that the above reasons are sufficient to be a register of my support for the proposed scheme on High Street, Harefield.</p>	Considered as part of this report as seen in item 10 and 11.
Outside scheme area	<p>I believe a pay and display scheme would be beneficial to shoppers and business owners in Harefield. I rarely shop in the village anymore as the High Street is so difficult to park in. The car park at Cedar House should have the charges removed to encourage the shop owners/assistants to park their vehicles there, freeing up parking spaces in the High Street, which could then be as many other areas are around in the Borough i.e. free for first 30 minutes and then cheaper rates for Hillingdon on presentation of their Hillingdon First cards. Capping the stay on the High Street at 2 or 3 hours would discourage some from paying for the entire day instead of using the car park. Another disabled bay could be beneficial to, especially if you are visiting the shops on the same side as St Mary's Church Hall.</p> <p>It would be a terrible shame to lose more of the villages shops because of a lack of parking.</p>	Considered as part of this report as seen in items 6 and 10.

Outside scheme area	I would like to register my disagreement with the proposed restrictions in the High Street. The car park is currently under utilised because of the time restrictions.	Considered as part of this report as seen in item 6.
Outside scheme area	Even a small charge will deter many from stopping at all.	Considered as part of this report as seen in item 10.
Outside scheme area	<p>I broadly support this scheme as proposed.</p> <p>However I don't believe you have placed the scheme in the broader context of how it interacts with the, much underused, public car park in the village.</p> <p>The aim should be to reduce congestion in the High Street wherever possible by disincentivising on road parking and encouraging off street parking. I am aware that there are shop workers who currently park on street, for free, and not in the car park due to the charges,</p> <p>As currently proposed, these people will have no free parking options with the likely consequence of pushing parking onto surrounding residential roads whilst the car park remains under used.</p> <p>Could I propose:</p> <ol style="list-style-type: none"> 1. MUCH better signage for the public car park. 2. A permit scheme for residents and workers in the High Street to use the public car park free of charge, and thus free up space for shoppers, especially those with less mobility. 3. The same scale of changes, including 30mins free etc for both the stop and shop scheme and public car park. <p>The overall intent to be to reduce congestion in the High Street without impacting on the revenue for the parking fees.</p>	Considered as part of this report as seen in items 6 and 7.

Outside scheme area	<p>I think the establishment of pay and display parking bays in High Street Harefield will be an excellent idea. Such schemes already operate successfully in many parts of the borough and enable shoppers to park easily near shops and services, and stops long term parking by commuters and others.</p> <p>The problem has been particularly acute for some time in Harefield where all day parking makes it difficult to park near to the shops and must discourage trade.</p> <p>It is particularly good that 30 minutes parking will remain free which is adequate for the majority of local shopping trips.</p> <p>I very much hope that this scheme will be introduced as soon as possible.</p>	Considered as part of this report as seen in item 10.
Outside scheme area	<p>In my view the proposed 'Stop and Shop' parking scheme for Harefield High Street will not solve the parking problems unless the Harefield House car park goes back to being free all day parking.</p> <p>This is the only car park in the village. People who work and have businesses in the village have nowhere to park for the day, consequently the High Street and local residential roads are jammed. The proposed scheme will just make matters worse.</p>	Considered as part of this report as seen in item 6.
Outside scheme area	<p>I would like to have it noted that I highly object to parking meters or parking restrictions implemented in or around Harefield High Street</p>	Considered as part of this report as seen in item 7.
Outside scheme area	<p>I object to the current proposals as it makes no adequate provision for shop keepers, school staff and High Street residents. The proposal in its current form will merely force these groups to park in the, already crowded, nearby residential areas.</p> <p>This could easily be remedied by making the habitually empty Harefield House public car park free of charge and removing the four hour time limit.</p>	Considered as part of this report as seen in item 6 and 7.

Outside scheme area	<p>As a resident of Harefield living extremely close to the High Street, I want to object to the proposal of the Stop and Stop parking scheme. I am already noticing non-residents of our village parking on my street for hours, full days, or on many occasions days at a time thus taking up residents (and their visitors) valuable parking spaces.</p> <p>It would be much more sensible to reintroduce the all day parking as we used to have in the 'Harefield House' car park.</p> <p>I like many of my neighbours want to continue to see our village high street thrive and this will only deter people from stopping and spending money locally.</p>	Considered as part of this report as seen in items 6, 7 and 10.
Outside scheme area	<p>I would like to raise objection to the proposed 'stop and shop' parking scheme in the centre of the Harefield village. If Council bring in this proposed parking scheme outside shops it will shift vehicles currently parking in High Street on to local residential streets. Only way this would work is by enabling all day parking in the Harefield House public car park.</p> <p>Residential streets are already congested and this proposal is only going to make it more difficult for the residents. I request to kindly review this proposal and amend to enable convenient parking for all residents and High Street shop owners.</p>	Considered as part of this report as seen in items 6 and 8.
Outside scheme area	<p>Please re-think your parking management proposal for Harefield High Street. I agree with a 'stop and shop' outside the shops but please, please allow free all-day (10 hour day-time) parking in the Harefield House Car Park which is woefully underused. Surely you could just impose a night-time payment scheme there to stop cars being permanently left?</p>	Considered as part of this report as seen in items 6.

Outside scheme area	<p>I do not support the current proposals for pay and display parking. Whilst I do appreciate residents and shop keepers block up some of the current high street parking spots, to cut it down to 30 minutes free is also unhelpful. It also just adds to the borough's costs policing this new arrangement which is far from ideal.</p> <p>There are 2 beauty salons, 2 hairdressers, a barber shop, two cafes and an opticians on the high street and in any of these businesses one would expect to overstay 30 minutes. 2 hours free parking is much more reasonable if you want limit it, it still prevents residents and shop keepers blocking parking but wont deter people from using Harefield businesses.</p> <p>If the high street is going to become chargeable then you do need to consider where residents and shop keepers can park so I would suggest making the car park free again- or again at least for several hours or free to permit holders.</p> <p>I do not think a further disabled spot is needed, the one that already exists outside the pharmacy is very close (a short and flat walk) to the opticians and is frequently the only empty spot on the high street. To have two empty spots just blocks up more of the little parking available.</p>	Considered as part of this report as seen in item6, 7 and 11.
Outside scheme area	<p>As a resident of Harefield I strongly object to the proposal to control parking in the High Street.</p> <p>There should be a scheme for free business parking at the current controlled parking car park in Harefield.</p> <p>The current proposal will solve nothing and increase parking congestion in residential streets in Harefield.</p>	Considered as part of this report as seen in items 6 and 7.
Outside scheme area	<p>The provision of extra disabled spaces and a designated loading bay is good. However, the two parking bays immediately adjacent to the entrance/exit of the car park should be reconsidered as they will (as now) affect the sight lines of motorists leaving the car park as well as reducing the awareness of motorists (approaching from the northern direction) for seeing pedestrians crossing the car park entrance. Also, currently, a number of business owners/employees park outside their premises for a large part of the working day and they will likely park in adjacent roads when this scheme is implemented. As the car park is very lightly used (with the exception of school times), perhaps a discounted longer-stay area at the rear of the car park would be useful for them.</p>	Considered as part of this report as seen in items 6, 7, 8 and 11.

<p>Outside scheme area</p>	<p>I would like to see the charges and 4 hour limit that is currently in place for Harefield House Car Park removed.</p> <p>What a waste of space that nobody uses because of the restrictions!</p> <p>Why should residents of Harefield have to suffer having people parking outside their houses for hours on end just because they cannot find a suitable place to park (longer than 4 hours).</p> <p>By having this 'Free Car Park' surely this would bring more people to shop in Harefield and to walk around some of the sites and locations within the community.</p> <p>Listen to what the people want!</p>	<p>Considered as part of this report as seen in item 6.</p>
<p>Outside scheme area</p>	<p>I have no problem with the pay and display scheme for Harefield High Street. However the only public car park in North Harefield (near the High Street) is at Harefield House which is a short-stay car park. This car park will only allow people to park for up to 4 hours.</p> <p>Generally It appears to me that this scheme will not work unless the Council makes Harefield House car park either free or transforms it into a long-stay car park, so that the shop keepers can park all day therefore freeing up the High Street.</p> <p>The Council mention creating two disabled parking bays, one outside the Optician's and the other outside the Malthouse pharmacy which is in Breakspear Road, although on the map it show the disabled parking outside Harefield Pharmacy in the High Street, and a very faint disable parking line indicated outside the Malthouse.</p> <p>Unfortunately if the Council installs parking meters in the High Street, and does not either change Harefield House car park into a long stay or preferably free car park, I suspect that more and more cars will have park in side roads, especially Merle Avenue thereby create and even worse problems.</p>	<p>Considered as part of this report as seen in items 6 and 8.</p>
<p>Outside scheme area</p>	<p>I would like the current paid car park to offer free parking to encourage its use and keep long term parker's off the main high street.</p> <p>Then 1 bay in the high street for 20 mins only free parking for the fast shoppers fast turnaround.</p> <p>Then one parking area in the high street paid for parking with reduced price for Hillingdon first card.</p> <p>Residents parking in the high street free of charge 6pm to 8am.</p> <p>If residents want longer they can use the free car park.</p> <p>The village high street needs easy parking for cars to stop and use the shops. If shoppers cant park they wont stop and walk.</p>	<p>Considered as part of this report as seen in items 6 and 9.</p>

Outside scheme area	<p>I object to the proposed Stop and Shop Parking Scheme as it will further encourage the destruction of the remaining businesses that there are in Harefield High Street. It is too simplistic an approach and takes no account of the fact that Harefield is unique in that it has few alternative parking areas that shopkeepers and residents who live above the shops can park.</p> <p>The Council introduced parking charges some while ago therefore forcing many people to use any other available spaces if they need to stay longer than four hours, again, there are few alternatives.</p> <p>Council planners should go back to the drawing board and come up with a sensible plan encompassing the whole of Harefield village centre and its surroundings that encourage public transport usage and is fair to its residents.</p>	Considered as part of this report as seen in item 10.
Outside scheme area	<p>I wish to add my support, especially for the disabled bay outside Harefield Opticians. Having a wheelchair using mother, and being a customer of Harefield Opticians, this is a really necessary and useful facility.</p>	Considered as part of this report as seen in item 11.
Outside scheme area	<p>I support the proposed scheme, it's exactly what I've suggested before. It should solve many problems. Well done.</p>	Considered as part of this report as seen in item 10.
Outside scheme area	<p>I fully support a free stop and shop parking system in high street. I often want to pop in to a shop for 1 item but have to park in the car park and walk, so sometimes don't bother, but leave it until my weekly Sainsburys shop.</p>	Considered as part of this report as seen in item 10.
Outside scheme area	<p>I am a resident and business owner in Harefield. With ref to the proposed Stop and Shop scheme I must say that this will not work in such a small and restricted High Street with bus stops, side road entrances, crossings etc. taking most of the available space to park. Many people working in Harefield park all day on the High Street to avoid paying fees in the Harefield House car park.</p> <p>If the Harefield House Car Park was to be made Free to park this would be very attractive to long term parking. Any parking in the high Street should not be allowed apart from disabled bays and short term deliveries to shops. To litter the High Street with more road markings, pay machines and associated signs will damage the village appearance. I therefore am opposed to the Stop and Shop Scheme and support FREE parking in Harefield House carpark which I assume will be a much cheaper option for the council and not need parkin wardens to control.</p>	Considered as part of this report as seen in items 6 and 10.

Outside scheme area	<p>I would like to bring to your attention the complete lack of use of the public car park in Harefield High Street, and the congestion caused by the high volume of vehicles either parking in the High Street or parking in the local residential streets in close proximity to the High Street. The current 4 hour limit on parking in this public carpark restricts all those people who work in the local shops etc from parking there so they have to either get parked in the High Street early or park in the residential streets.</p> <p>It makes absolutely no sense to the council or the residents/visitors to Harefield when the carpark is not being used, the council are not gaining any revenue and all its doing is causing traffic problems and air pollution in the village due to the congestion.</p> <p>Every day there are cars parked all day which one would assume to be those people who work in the village, there are a number of days when delivery lorries etc have to continually sound their horns as they are unable access the street, in the majority of cases this is due to those vehicles of village workers parking as nearly all residents have off street parking.</p> <p>Can the council please make a sensible decision and make the public car park free all day, and do something sensible to protect this local village.</p>	Considered as part of this report as seen in item 6.
Outside scheme area	<p>I am very concerned that the proposed scheme will inevitably result in shopkeepers/workers, school staff and others parking in adjacent residential roads which are already congested. If the 4 hour parking restriction was lifted on the Harefield House public car park to allow all day parking this would alleviate this situation. Currently due to the 4 hour restriction this car park is hardly used whilst the High Street is continually congested and is often a hazard to road users and pedestrians. Consequently I would agree with the pay and display proposal but only if it was linked to making the Harefield House public car park all day parking otherwise it simply transfers and creates additional problems within adjacent residential roads which are already congested.</p> <p>As a parent of a disabled daughter I would fully support the provision of the proposed additional disabled parking bay.</p>	Considered as part of this report as seen in items 6, 7, 8 and 11.

Outside scheme area	<p>The proposed parking scheme in Harefield High Street will stop vehicles parking all day in the high street but will “encourage” motorists to park in local residential roads. Until Harefield Junior School encouraged “walk to school” it was almost impossible to safely drive down Merle Avenue at “dropping off and collecting times”. Grass verges were ruined where late arrival parents parked in a hurry and also parked across the drop kerb access to our drives. If drivers are forced to park in residential roads these scenarios will return. I would propose a limited time of free parking in the high street say 30 mins similar to that in Ruislip High Street but more importantly free parking in the Harefield House car park. These proposals would not only support the local retailers but would stop local residential roads becoming a free for all car park.</p>	Considered as part of this report as seen in items 6 and 8.
Outside scheme area	<p>I am writing to object to the proposed stop and shop parking scheme for the Harefield High Street. The statement of reasons for moving forward with this scheme are that it is "intended to provide a turnover of parking spaces for visitors to the adjacent businesses".</p> <p>I do not believe that this can be achieved without detriment to the local residents around the village and cannot therefore support the scheme. At present, the Harefield House public car park enforces a maximum 4 hour time limit, meaning that any cars that wish to park for longer than this seem to be using the High Street. Whilst this is a concern that needs to be addressed, I believe that creating a stop and shop system on the high street will force cars who wish to park for an extended period of time into the surrounding residential streets which are already busy and crowded.</p> <p>I believe the Harefield House car park and the high street parking spaces need to be reviewed collectively to ensure those who need to park for extended time can do so without causing loss of custom to the local shops, and without causing unfair congestion to local residents outside their own properties.</p>	Considered as part of this report as seen in items 6 and 8.
Outside scheme area	<p>The proposed metering and additional disabled parking is a good idea, but this is only going to work if the carpark in the village is changed to all day parking. (At present 4 hours)</p> <p>This happens in other parts of the borough eg Ruislip,</p> <p>This is particularly relevant here in Harefield as most of the shops have no parking behind them. Where are they going to park?</p> <p>This will also help the Schools as there is not enough parking on site. (You cant leave your class to refill the meter).</p> <p>More thought needs to be given to these proposals.</p>	Considered as part of this report as seen in item 6, 7 and 11.

Outside scheme area	<p>I am writing to object to the proposed plan for Harefield. Unless changes are made to enable longer parking in the car park, the proposed changes will only mean more parking spilling over onto local residential streets. The car park is currently very underused.</p>	<p>Considered as part of this report as seen in items 6 and 8.</p>
Outside scheme area	<p>It is proposed that the parking bays on the High Street will be for a maximum of 2 hours parking. Currently Harefield House car park has a maximum stay of 4 hours. Many of the workers in the High Street need to drive to work. If there is nowhere in the High Street to park all day then I am concerned about the impact on parking in the residential streets nearby.</p> <p>By the nature of it's position at the edge of the borough there is a lot of passing traffic from residents of Buckinghamshire and Hertfordshire. We are quite unique in the Borough in our position and the type of person who shops in Harefield. The charges you are proposing will deter non-residents from stopping. This would affect businesses such as the optician, dentist and the hairdressers.</p> <p>I am pleased that there will be specific disabled bays in the High Street.</p> <p>I am totally against charging for parking in Harefield at a time when we should be encouraging people to stop and shop in local High Streets. I do have concerns that under the current proposals there will not be any long stay parking nearby. I would like Harefield House car park to be a long stay car park where people can stay all day. If there must be parking charges they should not be so exorbitant that they deter people from parking. We should be encouraging people to stop and shop in Harefield.</p>	<p>Considered as part of this report as seen in items 6, 7, 8 and 11.</p>

<p>Outside scheme area</p>	<p>I would like to register a support comment for stop and shop parking meters in Harefield. It is almost impossible to stop there at the moment, and most of the time you just want to pop into one or two shops to quickly grab stuff on way home.</p> <p>I would however also like to request a review of resident parking along Newdigate Road, as very often we can't park near our house due to hospital staff/visitors parking there for the whole day. Sometimes we have to park all the way down where the road turns in to Newdigate East! Having small kids on a narrow road that people fly down is quite worrying and adding a long walk to get to the front door compounds the issue.</p> <p>A second request is for electric vehicle charging points to be installed in the village somewhere? As we cannot provide our own charging point as we have no off street parking available we cannot consider an electric vehicle even though we would love to buy one and reduce our carbon footprint.</p>	<p>Considered as part of this report as seen in item 9.</p> <p>If residents would like a Parking Management Scheme or restrictions in their road the best way to request this is via petition to the Council.</p> <p>Electric vehicle charging points are outside the remit of this consultation.</p>
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<p>Outside scheme area</p>	<p>As a resident of Harefield I am writing to object against the proposed improvement scheme on the basis the pay and display will harm the local economy of Harefield and further compound parking challenges for local residents.</p> <p>The small businesses found along Harefield's High Street rely on the current free parking system to generate custom. Therefore, replacing free parking with pay and display will cut off a valuable revenue enabler for the businesses. The additional cost of parking will be enough to deter custom therefore forcing shops to close. Harefield High Street will eventually die out which will negatively affect the local economy of Harefield. Frequently I see a variety of customers visiting the local businesses along Harefield High Street. Whether it is tradesmen picking up a quick breakfast, parents grabbing coffee after dropping/collecting children from school or after visiting the local park, anglers buying supplies from the tackle-shop or patients visiting the dentist. This free parking is what enables the flow of customers from outside of Harefield and by removing this key space every single high street business will suffer.</p> <p>As well as cutting off revenue to Harefield High Street, the pay and display will compound parking challenges for local residents. Those requiring parking will instead look to park in residential spaces where space is already a luxury at times for local residents. Something which I am already very familiar with having been a resident of the area for a couple years.</p> <p>Instead, I urge you to reconsider the use of Harefield House public car park. Harefield House could further alleviate existing parking challenges and drive more custom to the high street if the spaces reverted back to free parking. Currently this space accommodates over 40 car spaces and I often see the space under utilised when running. Reverting to free parking will enable more hospital staff, local business workers, local teachers, to use car parking spaces which in turn will drive more custom to the high street and alleviate existing parking challenges for residents.</p> <p>I therefore object to the proposals of 3N/04/24/11/21 for the outlined above reasons and urge you to reconsider existing parking space.</p>	<p>Considered as part of this report as seen in items 6 and 10.</p>
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<p>Outside scheme area</p>	<p>As a resident of Harefield I am writing to object against the proposed improvement scheme on the basis the pay and display will harm the local economy of Harefield and further compound parking challenges for local residents.</p> <p>The small businesses found along Harefield's High Street rely on the current free parking system to generate custom. Therefore, replacing free parking with pay and display will cut off a valuable revenue enabler for the businesses. The additional cost of parking will be enough to deter custom therefore forcing shops to close. Harefield High Street will eventually die out which will negatively affect the local economy of Harefield. Frequently I see a variety of customers visiting the local businesses along Harefield High Street. Whether it is tradesmen picking up a quick breakfast, parents grabbing coffee after dropping/collecting children from school or after visiting the local park, anglers buying supplies from the tackle-shop or patients visiting the dentist. This free parking is what enables the flow of customers from outside of Harefield and by removing this key space every single high street business will suffer.</p> <p>As well as cutting off revenue to Harefield High Street, the pay and display will compound parking challenges for local residents. Those requiring parking will instead look to park in residential spaces where space is already a luxury at times for local residents. Something which I am already very familiar with having been a resident of the area for a couple years.</p> <p>Instead, I urge you to reconsider the use of Harefield House public car park. Harefield House could further alleviate existing parking challenges and drive more custom to the high street if the spaces reverted back to free parking. Currently this space accommodates over 40 car spaces and I often see the space under utilised when running. Reverting to free parking will enable more hospital staff, local business workers, local teachers, to use car parking spaces which in turn will drive more custom to the high street and alleviate existing parking challenges for residents.</p> <p>I therefore object to the proposals of 3N/04/24/11/21 for the outlined above reasons and urge you to reconsider existing parking space.</p>	<p>Considered as part of this report as seen in items 6 and 10.</p>
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<p>Outside scheme area</p>	<p>We are generally in favour of the proposed scheme, but ONLY if the Harefield House Car Park is made free (e.g. for those who work in or close to the High Street and for those who have a need to park for longer than 2 hours). Whenever we have walked in the vicinity of the Harefield House car park, it has been virtually empty (presumably since meters were installed to charge users to park there), so we suspect it generates very little revenue for Hillingdon Council and a better use would be to allow shoppers to park there for free, as at least they would be spending money in the village and local businesses would therefore benefit. It would also encourage people to walk a bit more (between the car park and the High Street) which would also be good to encourage. This would also leave the proposed pay & display parking bays on the High Street more available for those who wish to make very quick shopping stops.</p> <p>The disabled parking bays, a loading bay and an extension of existing double-yellow lines are all very welcome to make the High Street safer to navigate for pedestrians, cyclists and vehicle drivers.</p>	<p>Considered as part of this report as seen in items 6 and 11.</p>
<p>Outside scheme area</p>	<p>We are concerned to read the details of the above proposed scheme. We really do not think parking meters on the High Street is the answer. Even with a free period for Hillingdon residents it is still extra inconvenience if you, quickly, want to pop into a shop. Also, you run the risk of a ticket if you are delayed. This does not encourage people to browse and maybe use more shops. It wouldn't give you enough time to have a meal or coffee in our coffee shop or cafe.</p> <p>We really do believe the Harefield House carpark needs to be free all day. Hopefully long stay parkers on the High Street will then park there. It is certainly worth, at least, a trial period.</p> <p>The streets around the High Street are highly congested with parked cars, especially as people are working from home now. They can not take the overflow of all day parked cars from the High Street if they can't use the car park.</p> <p>It is difficult, as we really want to do the best for the shops and residents. Maybe a few trials of different parking rules can take place so we can see the best result.</p>	<p>Considered as part of this report as seen in items 6 and 10.</p>

<p>Outside scheme area</p>	<p>I have two major issues with the proposals.</p> <p>Firstly, putting a Loading Bay immediately next to Taylor Close will be a further huge problem for residents of the Close. They already have to contend with people constantly parking across the entrance despite there being double yellow lines there.</p> <p>When challenged and asked, politely, to move people are often hostile and abusive as if it is the resident's and their visitor's fault that they are parked illegally. This issue has been reported time and time again and has constantly been ignored. There are zero Traffic Wardens ever in the area which is frankly ridiculous.</p> <p>My tip for you would be to place a Traffic Warden permanently in Harefield High Street, they would be the most profitable Warden in your Borough by simply writing tickets all day, every day by the entrance to Taylor Close. The addition of a Loading Bay here would just exacerbate the problem as it is often delivery drivers who park partially or completely blocking the Close as it is. A Loading Bay would just give them licence to do it permanently.</p> <p>Secondly, my other issue is that the problems with parking in the High Street have been exacerbated since charges and time limits were imposed on the "Harefield House" public car park. This scheme would worsen that problem further if the car park is not made free again. It sits largely empty day after day while there is chaos in the High Street, inevitably affecting Taylor Close adversely as well as other streets.</p> <p>If it were free and unlimited by time, shop keepers and their staff could park there all day thus leaving spaces in the High Street for customers to park and use the shops. It's currently a complete waste of a car park.</p> <p>On another matter, the issues with Taylor Close could easily be solved by placing a curb out into the road from each side of the Close to the level of the parking bays thus demarcating physically the line between the legal parking bays and the double yellow lines. This would stop people being able to swing in and block the entrance, or overhang it making exiting difficult and dangerous.</p>	<p>Considered as part of this report as seen in items 6 and 11.</p>
<p>Outside scheme area</p>	<p>I regularly park in the public car park by the Harefield, taking advantage of the free period to stop and stop. It is very rarely more than half full. I have quite willingly paid for longer stays to use services such as opticians or library. I want to continue this as I want to support the growth of a thriving High Street. Any move that pushes all day parking on to local streets by imposing high charges on local workers is detrimental to the whole area and will contribute to the decline in community services. I urge you to allow this car park, originally intended as a resource for Harefield residents, to be freely available to our shop workers, teaching staff etc.</p>	<p>Considered as part of this report as seen in item 6.</p>

Outside scheme area	<p>I am writing to express my concern. There is always congestion in the village centre and for us, as residents, near the village centre and on a bus route, we have often had issues with buses and private vehicles being backed up and unable to get past the parked cars on Park Lane.</p> <p>We have commuter cars parked in our road all day long and this causes regular problems.</p> <p>We would like to see the "Harefield House" car park re-opened and the four-hour parking limit removed, so that commuter cars can park there all day long, thus relieving pressure on the High Street and Park Lane. It is ridiculous to have a car park sitting empty while busy roads are packed full with parked cars.</p> <p>We need to relieve congestion and by providing the off-street car park with many spaces at Harefield House, this could be achieved.</p>	Considered as part of this report as seen in item 6 and 8.
Outside scheme area	<p>As a Harefield resident I see this proposal not working unless the Harefield House Car Park is made FREE of charge. The pay system for the High Street will cause further signage and pay machine clutter on an already narrow pavements.</p> <p>This is a major ambulance route to Harefield Hospital and in my opinion the whole of the High Street should be double yellow lines save disabled parking/loading bays proposed. Signage for the 'free' car park should be increased at the roundabout and entry near Merle Avenue.</p>	Considered as part of this report as seen in item 6.
Outside scheme area	<p>The Harefield House car park in the centre of Harefield village should be reinstated as it used to be as ALL DAY FREE parking. It's hardly used now with its new restrictions - and everybody wishing to park in Harefield now have to fill up the local residential roads - making it dangerous for children and people crossing them and more congestion for traffic movement. It also has detrimental effects on our local shops - which must be protected.</p> <p>It's the sensible practical solution to the parking problems in Harefield.</p>	Considered as part of this report as seen in item 6.

<p>Outside scheme area</p>	<p>The key aspect underpinning this issue is the continued prosperity, even survival, of Harefield Village shopping centre located on the High Street. Hillingdon Council seems unaware that all over the UK high street shopping centres are struggling. These struggles have multiple causes, but one of them is mismanagement of parking, so that shoppers leave the high street and go to places where parking is cheap and often plentiful, such as out of town shopping centres, such as the growing one in South Ruislip which is sucking the life out of Ruislip High Street. (Outside Hillingdon the state of Watford provides an excellent example of this feature). The current approach of Hillingdon Council to the parking issue is piecemeal and lacks the necessary overview. The decision to charge for the use of Harefield House Car Park seemed to be based on the need to raise more income for the council (understandable when considering central government parsimony) and a need to be fair to places which charged for car parking. What needs to be investigated is whether a more prosperous high street shopping centre would raise more income for the council than car parking income. The thought that fairness between places in Hillingdon might be achieved by free parking all round could also be properly investigated.</p> <p>The current parking proposals for Harefield are a continuation of the piecemeal process which is creating far more problems than it solves. The imposition of charges in Harefield House Car Park has created more problems than it removes. The streets around the village High Street are heavily parked up because they provide free parking, while Harefield House Car Park is full of empty spaces; the new proposals would shift even more vehicles from the High Street on to surrounding streets and roads. The four hour limit means that even if people with long term stay needs (shopkeepers, other workers in Harefield) are prepared to pay they cannot have the time they need. How would the new proposals affect short term users? The excellent bakers in the village supplies many people passing through with breakfast or lunch food: how would the plans affect this? Are the council prepared to do more to catch and penalise the motorists stopping on the yellow lines at the start of Park Lane who currently seem to do so with impunity?</p> <p>The proposals are poorly thought out, and Hillingdon Council should look at the wide picture into which parking fits. The current proposals should be rejected.</p>	<p>Considered as part of this report as seen in item 6 and 10.</p>
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Outside scheme area	<p>The proposal to offer free 30 min parking in the bays should help to produce turn-over in parking and allow users to stop briefly to shop, however the restriction to a max of 2 hours means that people who work in the area will be unable to park in the High St or in the Harefield House car park for more than 4 hours max. This will mean that those who need longer term parking will move their vehicles further from the High Street and into residential roads, for example Park Lane. Would it be possible for to convert some of the current (underused) spaces in the Harefield House car park to allow parking for longer, perhaps a max of 8 hours 30 mins? Perhaps 30% of the bays could be designated for this. This would provide another option for drivers. It could be done on a trial basis to assess the demand/uptake, it might even provide an increase in revenue.</p>	Considered as part of this report as seen in items 6, 7 and 8.
Outside scheme area	<p>I strongly disagree with the new parking plans for the high street. Being a local resident.</p> <ul style="list-style-type: none"> > Nobody uses the car park behind the shops because you have to pay. > Making people pay to park on the high street will deter people from using it full stop and go to major shopping centres instead. > We are only a small village in comparison to Ruislip and a lot less busy, therefore I don't think we should be brought in line with them. Something like this could actually ruin the village and the feel, driving through an empty high street will feel like a ghost town! 	Considered as part of this report as seen in item 6 and 10.
Outside scheme area	<p>Whilst I am in favour of the Stop and Shop I am against the idea of the 4hr maximum scheme in the High Street. I am of the opinion it should be hourly with free parking after 6pm, like the car parks in and around Ruislip Manor.</p>	Considered as part of this report as seen in item 7.
Outside scheme area	<p>I support the proposed Stop and Shop parking arrangements on High Street, Harefield.</p> <p>However, I hope Hillingdon Council will provide a means by which the shop owners are able to park in the Cedars Car Park. The proposed scheme does not allow High Street business owners to park in the car park for a period that covers the trading day.</p> <p>Currently we experience business owner's/employee's cars parked in the Close during business hours, at times this causes difficulties for deliveries and refuse collections. If business owners/employees cannot park local to their business Pond Close is one of the nearest roads with street parking and an influx of parked cars will increase the difficulties experienced by delivery and refuse collections.</p>	Considered as part of this report as seen in items 6, 7 and 8.

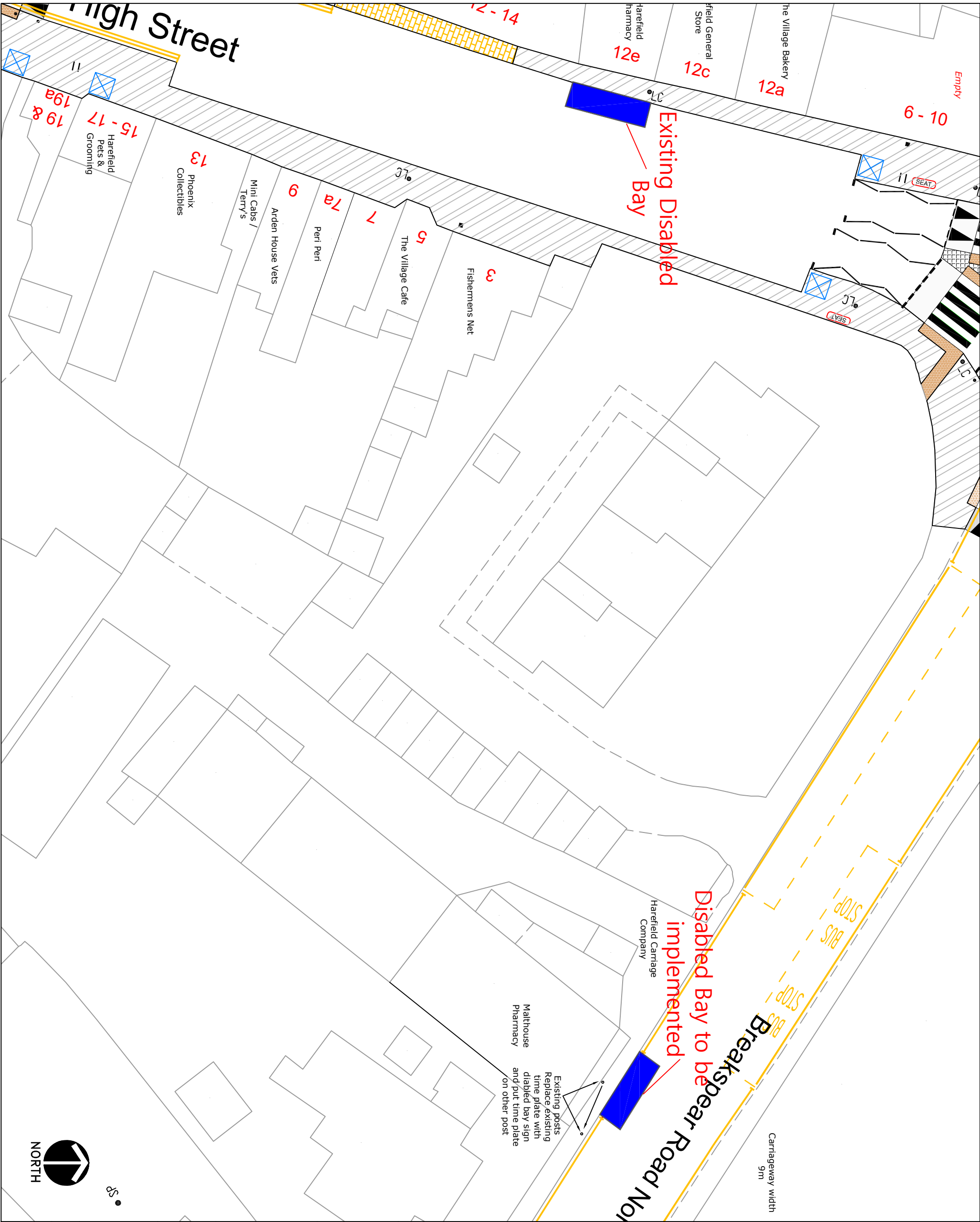
Outside scheme area	<p>The proposal of Hillingdon Council to introduce a pay and display scheme for Harefield High Street makes sense in terms of allowing a greater number of people to "Stop and Shop" in the Village.</p> <p>I believe this is only tenable, however, if the Harefield House car park is reinstated as an unrestricted free car parking space. This would enable the people who currently park all day on the High Street egg: teachers from Harefield Primary School and shop owners and workers to park safely and without stress whilst freeing up the space for shoppers and service users.</p> <p>Parking consideration must be given for people who need to park for longer than 2 or 4 hours.</p> <p>Restricted parking will only push more traffic on to the surrounding residential roads.</p> <p>Free parking at the car park site would, in my view, be an advantage to the whole community.</p>	Considered as part of this report as seen in items 6, 7 and 8.
Outside scheme area	<p>please please please don't put a stop and shop scheme in the high street.</p> <p>I've lived in Harefield all of my life, and lived in the property I'm in now for just over 20years. unfortunately ever since the carpark across the Road from me had pay metres the private road that goes down the side and along of me became super busy. But so so busy especially at school drop offs and pickups parents were and still are abandoning their cars in the road itself. this then blocks me in and would make it impossible for an emergency vehicle to even get down my road. I still to this day have to wait for people to return to their cars or I'm constantly asking people to please move as I have to leave! my road was never like this when the carpark.. which i stress is directly opposite the school. Was free. Lots of parents are also pulling in to the school drive (trying to be quick) which is concerning for the children's safety as this is where we all walk across to get to the school pathway. I know 110% that if there's a parking scheme in the high street AND a pay metre in the carpark my service road will worsen and I can't stress enough how stressful it is already on literally a daily basis. please feel free to come at 3pm Monday-Friday and see I think you'll be shocked!! I'm not so against the parking scheme, if the first 20 mins are free it'll be great for those who want to quickly jump out grab there milk bread or there already ordered peri peri/fish and chips etc but for those who want to browse and shop and stop for a coffee have the carpark or the high street..but the difference a free carpark will make will be massive, all the staff and workers in the village will be able to park for free without feeling penalised for coming to work, without taking up high street spaces. Where there own customers for there businesses will be able to pull up easier to pop in quickly for whatever it is they need. please please don't have the parking scheme AND a paying carpark. Give the village back its free carpark first. Make us all happy again.</p>	Considered as part of this report as seen in items 7, 8 and 10.

Outside scheme area	Please could you add my name to the list of supporters. I believe more parking facilities for disabled shoppers is much needed, in particular outside 'Harefield Opticians'.	Considered as part of this report as seen in item 11.
Outside scheme area	I give my support for the scheme and in particular the two disabled bays for the opticians and the pharmacy but I can only support the scheme if the Harefield House Car Park goes back to all day free parking. The cars which are currently parked on the High Street will be moved onto local residential streets unless the Harefield House Car Park is made available for free. The current four hour limit makes it impossible to use and is currently underused. Please make the Car Park free and implement the Stop and Shop Parking Scheme.	Considered as part of this report as seen in items 6 and 11.
Outside scheme area	As a resident of Harefield since 1950 I don't think this scheme has given any thought to the Shopkeepers and Traders that help keep this community running as it does. I cannot see why all day free parking is not available and for this reason it will impact on school staff and those who make a living from the High Street. The signage also leaves a lot to be desired, there is a lot of residents that don't even know the car park is there. Increase the 4 hour short stay to 8 hours and give the Hillingdon Gold Card holders at least a couple of hours to do their shopping, go to the dentist, opticians or doctors etc.. Harefield, unlike other communities, is not a hub where people move on to other destinations, this is the last village in Middlesex and is surrounded by green fields, no other community has this and I do think if your scheme does go ahead, in a short time it will kill the High Street and won't solve the parking problems.	Considered as part of this report as seen in item 6 and 7.

Outside scheme area	Regarding Harefield high street , problems arose in Harefield when you started charging for the car park: especially as you put a four hour limit on it , this meant that most shopkeepers or workers that were going to be longer than four hours in their business ended up parking in the High Street or as many of them do park elsewhere , down side streets etc blocking peoples residence access to their properties , if they park in the High Street it was obviously taking up a valuable shoppers space , having limited car parking meters in the High Street with half hour free for anyone not just Hillingdon residence would free up space is for genuine shoppers but then the car park must be made free as it always was for 20 years with no issues it was used not abused so please if we must have parking meters in the High Street put back the free parking in the car park. Harefield is already in dire trouble please let's not make it any worse we already have HS2 on our doorstep with all the stress from the disruption, inconvenience ,etc not to mention how many times we have to have our cars cleaned because of driving through the dirt tracks the least the council can do is put back a free car park as it was always meant to be all those years ago, when Lifestyle built Cedar house 1997 the car park was to be free to my recollection until the council got and took over got the space	Considered as part of this report as seen in item 6.
Outside scheme area	I am very much in favour of the Stop and Shop scheme but do give consideration to its effects: we really need Harefield House car park free again to allow tenants and shopkeepers places.	Considered as part of this report as seen in items 6, 7 and 8.
Outside scheme area	I object to this scheme as I do not believe it will solve the parking problems nor will it benefit residents and local shopkeepers due to the four-hour time limit on the Harefield House car park. I think a better alternative would be to remove the four-hour time limit and allow all-day parking in the Harefield House, preferably free of charge. I therefore respectfully ask that you reconsider this scheme.	Considered as part of this report as seen in items 6 and 7.
Outside scheme area	I oppose the suggested changes for the following reasons. The current system works well. Also, if parking is limited to 4 hours or paid for it will simply move al the vehicles into local residential streets just moving the problem somewhere else. It would be better to remove the 4 hour limit on the car park.	Considered as part of this report as seen in item 6 and 8.

Outside scheme area	<p>Firstly I question why local residents were not advised of the consultation or street notices posted. I only became aware through a Facebook post.</p> <p>I object to 10) the proposed pay and display and associated charges.</p> <p>I support points 11), 12), and 13).</p> <p>To add I am disappointed not to see additional measures to improve pedestrian safety at the Park Lane zebra crossing. In my opinion it should never have been placed here and should be moved to the Breakspear Road North side.</p> <p>I am a directly affected resident and did not receive a letter and plan of the proposals. These proposals impact the whole of the village. I trust the very limited approach to the consultation doesn't result in a locally unsupported outcome.</p>	Considered as part of this report as seen in items 4 and 10.
Outside scheme area	<p>I see this as a complete waste of money for a system that will not be 'policed' daily.</p> <p>The solution is to make Harefield House car park free of charge and double yellow lines in the high street. The proposed scheme will clutter the area with signs and pay machines making pedestrian movement even harder on narrow pavements.</p>	Considered as part of this report as seen in item 6.
Outside scheme area	<p>Historically, Harefield High Street was relatively quiet with traffic flowing freely.</p> <p>There was development within the grounds of Harefield House and a free public car park was provided so traffic on the high street continued to flow fairly freely.</p> <p>The 'free element' of the public car park was removed, resulting in an empty car park and chaos in the high street. Any time, many residents wanted to see the free car park remain and parking meters installed in the high street to prevent motorists from blocking up the road by parking all day. Those drivers who do this are shop or business owners and workers, as they can no longer park for free except on the high street.</p> <p>I do not object to the installation of parking meters but shop and business owners should have parking provision free of charge or very reduced rates, within the car park.</p> <p>Small businesses are struggling as it is without being hit with heavy parking fees will result in shop closures and Harefield High Street will become a ghost town.</p>	Considered as part of this report as seen in item 6.

Outside scheme area	<p>I hope any changes introduced will improve the current poor situation.</p> <p>If stop and shop parking is introduced for the High Street, I hope an adequate number of meters will be installed so that long walks to pick up tickets can be avoided. Also changes must be made to the car parking times and charges in the Harefield House car park. This car park is under used at present. All day parking should be available from 8-6.</p> <p>Restrictions if not carefully thought through will only push parking into neighbouring streets.</p>	Considered as part of this report as seen in item 6 and 8.
Outside scheme area	<p>I agree with having FREE parking in the Harefield House car park. On the occasions that I have used the car park there has never been more than 6 other cars parked in there. Do the right thing take the machine away</p>	Considered as part of this report as seen in item 6.



Disabled bay

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Project
Disabled bay

Description

High Street, Harefield

Scale	Designed	Drawn	Date
NTS	AC		06/22
Project No.	Drawing No.		Rev.