



Democratic Services

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

c.c. All Members of the Property, Highways and
Transport Select Committee
c.c. Kevin Urquhart – Place Directorate
c.c. Ward Councillors for Uxbridge

Date: 02 February 2024

Non-Key Decision request

Form D

**Outcome of formal consultation for a possible extension to the operating times of the
Zone U1 Parking Management Scheme on Harefield Road, Uxbridge**

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 12 February 2024** 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.

Rebecca Reid
Democratic Services Apprentice

Title of Report: Outcome of formal consultation for a possible extension to the operating times of the Zone U1 Parking Management Scheme on Harefield Road, Uxbridge

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

Signed Date.....

Cabinet Member for Property, Highways & Transport

Outcome of formal consultation for a possible extension to the operating times of the Zone U1 Parking Management Scheme on Harefield Road, Uxbridge

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways & Transport
Officer Contact(s)	Kevin Urquhart – Place Directorate
Papers with report	Appendix A – Formal consultation area for a possible extension to the operating times of the Uxbridge North Parking Management Scheme Zone U1 Appendix B – Formal consultation responses

HEADLINES

Summary	To inform the Cabinet Member of the outcome of the statutory consultation for a proposed extension to the operating times of the part of the Uxbridge North Parking Management Scheme Zone U1 on the section of Harefield Road, Uxbridge between the junctions with Gravel Hill and High Street.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities This report supports our commitments to residents of: Safe and Strong Communities
Financial Cost	There are no direct financial implications associated with the recommendations in this report.
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	Uxbridge

RECOMMENDATIONS

That the Cabinet Member:

- 1. Notes the comments received during the statutory consultation for the proposed extension of the operating times of the part of the Uxbridge North Parking Management Scheme Zone U1 on the section of Harefield Road, Uxbridge between the junctions with Gravel Hill and High Street.**
- 2. Decides that at this present time the current operating times remain unchanged on this part of Harefield Road and asks officers to keep the matter under review.**

Reasons for recommendation

The recommendation reflects the views of the majority of residents who responded to the Council's consultation.

Alternative options considered / risk management

The Council could have decided to proceed with the introduction of the extension to the operating times of the Parking Management Scheme as proposed.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Cabinet Member will be aware of the petition submitted to the Council requesting a review of the operational times of the Parking Management Scheme in Harefield Road, Uxbridge. Following a petition hearing with the former Cabinet Member for Public Safety and Transport, officers were instructed to add the request to the Council's extensive parking scheme programme for informal consultation.
2. As a result of the above, the Council undertook an informal consultation with residents of roads agreed in liaison with the local Ward Councillors. The informal consultation was limited to Harefield Road and the adjoining roads within the Zone U1 scheme. There was only support to extend the scheme operating times along Harefield Road itself where residents indicated a preference for scheme operating times of '9am to 10pm everyday'. However, it should be noted there was, what only can be described as a disappointing response rate to this consultation with only a quarter of residents taking the opportunity to reply. All other roads did not indicate a preference for extended scheme operating times. The outcome of the informal consultation was shared with the local Ward Councillors who suggested that proposals only be progressed along Harefield Road where there was demonstrable support for extended scheme operating times. This was reported to the Cabinet Member who subsequently agreed with the recommendation to proceed to formal consultation on these proposals.

3. Following the above, statutory consultation for an extension to the operating times of Uxbridge North Parking Management Scheme Zone U1 in Harefield Road in the area shown on Appendix A was undertaken between 13 September and 4 October 2023.
4. All of the comments submitted by residents during the consultation have been summarised in the table attached as Appendix B to this report. All of the comments made by residents have been shared with the local Ward Councillors.
5. The local Ward Councillors have indicated that despite the majority of responses to the formal consultation being opposed to extended scheme operating times, they wish to still see some form of extended restrictions to help prevent non-residential parking especially on Sundays. However, as the Cabinet Member will be aware the Council must carefully consider all of the responses that are received to consultations and in this case, the majority of residents who have taken the opportunity to respond have indicated they would prefer the current scheme operating times to remain as existing.
6. Given the outcome of the previous informal consultation prior to the formal proposals only yielded a response rate of 25%, it is difficult to recommend proceeding on the basis of the responses received from residents to the formal consultation. It should also be noted that since the informal consultation exercise was conducted, a cost now applies for the first virtual residents parking permit which could have significant implications for some residents especially those who have no off-street parking.
7. Whilst at this present time it is not recommended to progress the proposals to extend the scheme operating times, the situation could be kept under review. It may be possible that more targeted restrictions such as strategic sections of double yellow lines could be investigated in the future to provide clearer passing areas whilst still allowing some parking to provide a natural traffic calming effect.
8. After careful consideration of all the responses received, it is recommended that at this present time it would be best to leave the parking arrangements on Harefield Road as existing. Should residents change their mind in the future then they could petition the Council and request that the parking arrangements be reviewed once more.

Financial Implications

There are no direct financial implications associated with the recommendations of this report.

RESIDENT BENEFIT & CONSULTATION

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

The extension to the operating times of the Uxbridge North Parking Management Scheme Zone U1 on part of Harefield Road, Uxbridge was intended to prevent non-residential parking beyond the current times that the scheme operates. However, following consideration of the responses

received it is recommended that no further action is taken at this time to amend the scheme operating times on Harefield Road.

Consultation carried out or required

Statutory consultation was carried out between 13 September to 4 October 2023 by the insertion of public notices in the local newspaper and displayed on site.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the report and concurs with the financial implications set out above.

Legal

Legal Services confirm that there are no legal impediments to the Cabinet Member agreeing the recommendations set out in the report which are in accordance with the outcome of the statutory consultation.

Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

Comments from other relevant service areas

None at this stage.

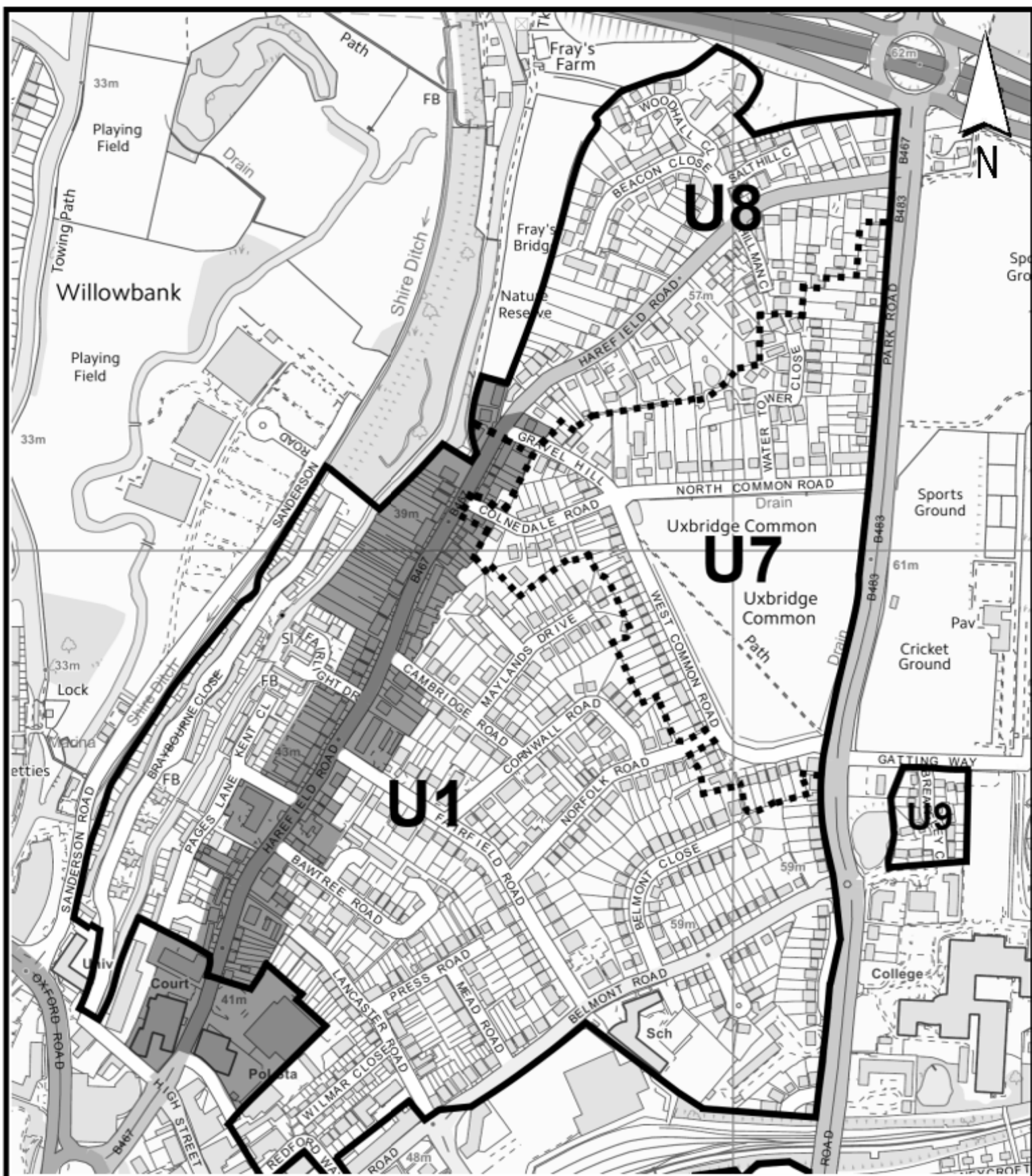
BACKGROUND PAPERS

NIL.

TITLE OF ANY APPENDICES

Appendix A – Formal consultation area for a possible extension to the operating times of the Uxbridge North Parking Management Scheme Zone U1

Appendix B – Formal consultation responses



Uxbridge North Parking Management Scheme - Formal consultation
to extend the operating times of the Zone U1 scheme on part of Harefield
Road to 9am to 10pm everyday

Appendix A

October 2023

Scale 1:6,000



Extent of the Uxbridge North Parking Management Scheme



Internal zone boundary



Formal consultation area for an extension to the operating times of part of the Zone U1 scheme to 9am to 10pm everyday

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Approximate Address	Comments
Fairfield Road	We have recently become aware of proposals to extend the hours of operation of U1 residents parking in Harefield Road, North Uxbridge. We ask that the same extension of hours be applied to the whole of the U1 zone. This is for the following reasons: (a) If the extension of hours applies only to a section of Harefield Road, the problem would merely shift to other roads such as Fairfield Road, Bawtree Road, Pages Lane etc. (b) There is other reasonably priced off street parking elsewhere for visitors to Uxbridge. (c) You should implement the extension of the hours of operation to the whole of the U1 zone in order to avoid confusion. We are aware of instances in the past where some local authorities have initially implemented mixed operational hours and have then been obliged to reverse implementation to ensure that there is consistency in a zone and not confusion. Unfortunately, rather a lot of taxpayers' money was used in order to rectify the mistake. Thank you for your attention to the above.
Fairfield Road	Sir, with reference to the above extension of hours of operation of U1 residents parking in Harefield Road this is a good idea, however experience tells me that this will only shift the problem to other streets in the same zone please could you amend the entire zone of U1 to the same hours of operation. The benefits will outweigh the negatives, there will be no confusion as to which street has different times. For visitors to Uxbridge there is ample off street parking at very reasonable prices. Thank you
Fairlight Drive	Comment on proposals to change parking times: I'm concerned that the proposals might have an unintended consequence in that it will cause more cars and commercial vans to attempt to park in Fairlight Drive in the evenings and overnight instead, in visitors places and on the narrow road. There is also an issue with Sunday parking on the single yellow line in Harefield Road between Bawtree Road and the Police Station, Warwick Place. Harefield Road becomes single lane at this point on Sundays, with continuous lines of parked cars on both sides. The road bends round so it's not possible to see if the way is clear, or if there are oncoming cars or buses.
Fairlight Drive	The staggered parking bays on Harefield Road were introduced as a traffic calming measure to slow traffic. They have, in general, been successful and the measure has been appreciated. In particular the parking bay between Fairfield Road and Fairlight Drive has been very helpful because any vehicle parked in that bay reduces the road width as well as acting as a chicane for the traffic. It therefore makes it safer to cross the road. Request: Please do not change the parking times for this bay, parking space 13, as any vehicle parked in this bay makes it safer to cross the Harefield Road. Aside: Where traffic generally gets 'stuck' on this road is north of Fairlight Drive. Typically around the parking bays between Fairlight Drive and Gravel Hill.
Harefield Road	I park in a garage on my property. Egress from the flats would be easier without parking on the road but where will these people then park their cars? The repercussions of this decision need to be considered, please.

Approximate Address	Comments
Harefield Road	I have owned and lived at this address for 14 years now (and been a resident along the road for many decades). Please let me give you an example of my personal situation. I have paid £75 for a residents parking voucher. I am a local school teacher and last week there was not a single space left for me to park when I returned home from work on any day from Monday to Friday. I either had to find a space a long way away (which is really inconvenient when I have bags of school books) or kill time elsewhere until I could come home and park on a yellow line at 6.30. And why? Because at 5pm our bays fill up with people going to the gym or the shops and I rarely get back from work before 5. That's not fair. And it's even more unfair now that I have to pay £75 for the luxury of parking by my house, when I never get a space when I need one! So my views are: 1) Operational times for parking should be extended from 8pm to 10pm. 2) They need to be strictly adhered to - parking officials need to check regularly! - and clearly signposted (so people used to parking there to go to the gym at 5pm don't miss that there's been a change in timings). 3) We need to go back to physical parking permits that are clearly visible in cars - the new virtual online system makes no sense. Visible permits are a quicker way to check who should be there. 4) Please put the price of permits down a little bit - to go from £0 to £75 in a cost of living crisis is unfair. 5) Please leave the single yellow lines on the residents bay side of Harefield Road as a single line because it still gives residents an option to park there after 6.30 in the event that bays do fill up or if we get home after 10pm. Your support on the matter of residents parking is much appreciated as not being able to get a parking space is one of my greatest bug-bears! So thank you for taking this problem seriously.
Harefield Road	With reference to your recent letter KU/7.03 regarding the above, I would like to confirm that I am supportive of the proposals, if a little peeved at the increase in cost for a resident's permit. However, I do understand that charges have to be made due to the scarcity of on street parking available, and I am willing to absorb this to have an increased chance of parking anywhere near my home of an evening. May I suggest an addition to the proposals that would be most welcome though? Would you consider the resident's parking area be divided into individual bays – some of the positioning of the parked vehicles leaves a lot to be desired, with cars often poorly parked and taking up more space than is necessary, preventing maximum use of the available area. This would also help in defining specific areas where road works are taking place and the subsequent suspension of spaces – I have myself been issued a PCN for parking in a suspended area that relied on an estimation of how many parking bays (as they were referred to) were affected. If the bays were delineated, I would have avoided this. Hopefully the proposals are accepted and the patrons of the 24 hour gym can utilise the on-site car park, or the many spaces available at the Wickes/Halfords site.

Approximate Address	Comments
Harefield Road	Following the letter Ref: KU/7.03 dated September 2023, as a resident on Harefield Road and living immediately inside the zone U1 with the proposed scheme, please consider I am opposed to the extended operational times/days for the following reasons: - •As residents at Glade Court, we already experience significant disturbance from Harefield Road. My property is facing front/roadside to Harefield Road. When I moved into the area nearly 5 years ago it was fairly peaceful and had minimal traffic, but year on year there is already a notable increase in traffic. I have also since incurred a lung condition provoked by something else but do not wish to potentially worsen this with higher levels of pollution. Many drivers also do not keep a check on their driving speed considering it is a residential area, and for this reason it is becoming even more difficult trying to cross the road safely, but also because of volume of traffic. •During all hours of the day and night, as residents we already have passers by shouting, drinking alcohol and smoking close to our premises but also allowing their dogs to defecate nearby, dropping litter, people urinating in our gardens and even drug dealing nearby, fly tipping in our private grounds and also along public alleyways nearby or even on the roadside. By allowing additional opportunity for these types of things to occur by facilitating more people coming to the area who are mostly parking to visit Uxbridge centre, I am concerned this would only increase the level of general disturbance and anti social behaviour. •I am also already experiencing significant disturbance to my sleep patterns and general wellbeing because of existing disturbance outside my home which has a front facing bedroom. We all have a right to the peaceful enjoyment of our homes, and I had already indicated being adverse to the extensions on the original correspondence received previously. I do not wish to live in a car park, but to retain the peaceful residential road that I moved to live on.
Harefield Road	I am writing to express my views on the proposed extension; I would object to the proposed operation time changes as this also affects residents who may have visitors in the evening. These should remain as they are. I agree that there should be double yellow lines to prevent obstructive parking as there is a problem of obstruction at weekends.
Harefield Road	I am writing to express my views on the proposed extension; I would object to the proposed operation time changes as this also affects residents who may have visitors in the evening. These should remain as they are. I agree that there should be double yellow lines to prevent obstructive parking as there is a problem of obstruction at weekends.
Harefield Road	I would like to express my view of the proposed extension to the operational timings of parking in zone U1. I don't see any issues with the current parking timings and haven't encountered any obstructive parking in the evenings or weekends. I have always been able to find a parking spot very close to my flat. Therefore, I would disagree with the need for the proposed parking timings and would like to ask you to reconsider. The new proposed timings would have a detrimental affect on visitors and it will restrict visitors for the residents of Harefield Road. Please let me know if you require any further information from me.

Approximate Address	Comments
Harefield Road	I am in receipt of your letter regarding the formal consultation in respect of extension to the operating times of this scheme. I wish to state that I am in favour of the proposals.
Harefield Road	Whilst I do want the parking to be managed better on Harefield Road, I don't think it should be 9am - 10pm everyday. I think 9-5 everyday would be better to allow people to visit in evenings for free. I also think £1.30 for a visitor voucher is unreasonable. If the restrictions are increased to everyday these should be almost nothing to allow people to have visitors at the weekend. Especially as we are now also having to pay £75 for our own permit. Some people don't have driveways. I think there should be double yellows on one side down the bottom end by the police station as that is difficult to get through on a Sunday. The amount of speeding on Harefield Road is ridiculous. There needs to be some speed bumps or a 20 mph limit. The noise from stupid exhaust on motorcycles and cars wakes us up regularly.
Harefield Road	Further to your recent letter to residents Ref: KU/7.03 proposed extension to Operational Times, Parking Management Scheme 'Zone U1' in Harefield Road, Uxbridge. I would like to offer my full support for the Councils proposals to extend the operational times including additional double yellow lines as laid out in your letter of proposal. This area, particularly on a Sunday and at other times in the week is fundamentally very dangerous and the current parking provisions are fully out of date and unfit for purpose. There are times when it preferable to detour round the high street adding to journey time and further crowding that route rather than 'run the gauntlet' of the very narrow single file passage created by the current scheme. It is odd that this has been allowed to remain like this for so long not just because it is such an obvious problem, but also that it is a matter of urgent health and safety that needs to be addressed. In fact such is the clear danger risk of the present situation I would have hoped the Council could have been empowered to have just gone ahead with the proposal without the need for consultation to urgently protect road users and pedestrians alike. In summary you have my full support and I hope you will be able to implement this scheme as soon as possible.
Harefield Road	This is notice of objection to the extension of parking zone on Harefield Road. There is more than enough parking spaces along this stretch of road. The two bays to the left of my property are now always empty in addition to the 15 or so spaces on the other side of the road, only one or two vehicles are parked there, mornings, evenings or throughout the day. This does not warrant further parking restrictions. To extend the controlled zone appears to be more about money making than about protecting residents' available parking.

Approximate Address	Comments
Harefield Road	I am writing to express my concern about the proposal to extend the operational times of parking for U1. I live on Harefield road and have regular visitors on weekly basis. The extension will affect my visitors which will stop them from visiting me as frequently. I do not believe the zone is congested and by proceeding with the extension the council is making it harder for its residents. I personally believe this will affect my social life greatly and will result in me having to purchase 100s of visitor permits for my guests. I urge that the council thinks carefully before increasing its resident's financial burden due to this proposal. Leave the operation times as it is. Thank you
Harefield Road	Please register our complete opposition to this proposal, it does solve the main concern on Harefield Road at all and seems to be purely a money making exercise. We have family and friends who visit us at weekends and in the evenings and this simply adds another burden on to already stretched households, especially after the farce of ULEZ. On which this council spent rate payers money fighting, to no avail! It does not address the real issues on this road, on which I have emailed on numerous occasions, it is amount of traffic and the speed that the cars continually drive at, many in excess of the national speed limit. When we attended the council meeting on this subject in February 2022, we were informed that measures would be undertaken, but to no one's surprise this has not materialised. It is only a matter of time before someone is seriously injured or killed. We welcome a response, but suspect that there will be nothing of any substance.
Harefield Road	I agree with the proposals.
Harefield Road	As a resident in Harefield Road I believe the whole proposal for extending Zone U1 operational times is a waste of time and money and nothing more than a further impingement on public and motorists' freedom and rights. I can't believe you are even considering this but I guess there must be lots of people on the council with too much time on their hands and that my views will probably not be considered.
High Street	I am writing to you to comment on the scheme you are trying to bring to the area where I live. Please consider the residents who sometimes use company's cars and vans. If the parking time is restricted until 22:00, I am not able to come home unless I pay for parking. It will completely mess up my life and our family time. If you wish to introduce, you should consider changing your resident parking permit scheme. If the vehicle reg can be changed easily on the web, it would be able to cover the temporary vehicles. It is easy to introduce new rules, but please consider alternative ways not to make a mess for the residents.