



Democratic Services

Location: Phase II
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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. Gordon Hill – Place Directorate
c.c. Perry Scott – Corporate Director of Place
c.c. Ward Councillors for Uxbridge

Date: 17 October 2023

Non-Key Decision request

Form D

NEW WAITING RESTRICTIONS IN COWLEY MILL ROAD, UXBRIDGE – REPORT ON FORMAL CONSULTATION

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 25 October 2023** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Amy Helps
Senior Technical Support Officer

NEW WAITING RESTRICTIONS IN COWLEY MILL ROAD, UXBRIDGE – REPORT ON FORMAL CONSULTATION

Decision made:

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

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

Signed Date

Cabinet Member for Property, Highways and Transport

NEW WAITING RESTRICTIONS IN COWLEY MILL ROAD, UXBRIDGE - REPORT ON FORMAL CONSULTATION

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Gordon Hill - Place
Papers with report	Appendix A - Location Plan Appendix B - Detailed Plan of Proposals Appendix C - Plan of the Southern Part of Cowley Mill Road Appendix D - Plan of the Northern Part of Cowley Mill Road

HEADLINES

Summary	To inform the Cabinet Member of the results on the formal consultation undertaken in Cowley Mill Road on new waiting restrictions.
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 estimated cost implications in relation to the recommendations set out in this report is £2000.
Relevant Select Overview Committee	Property, Highways and Transport
Relevant Ward(s)	Uxbridge

RECOMMENDATIONS

That the Cabinet Member:

1. Notes the responses to the formal consultation on waiting restrictions in the vicinity of Cowley Mill Road, Uxbridge.
2. Based on the views expressed, approves:

- a. The proposed single yellow lines between Wallingford Road and Hilton Court on the southwestern side of Cowley Mill Road (as shown in Appendix C) are implemented.
- b. The proposed double yellow lines at the junction of Cowley Mill Road and Ashley Road (as shown in Appendix C) are implemented.
- c. The proposed double yellow lines both sides of St Johns Road, Slough Road and Cowley Mill Road from the roundabout to outside Grand Junction Place (as shown in Appendix D) are implemented.

Reasons for recommendation

These recommendations reflect the views of local ward councillors following officer investigations and will improve traffic flow and stop obstructive parking in Cowley Mill Road.

Alternative options considered / risk management.

None at this stage

Select Committee comments

None at this stage

SUPPORTING INFORMATION

1. The Council received several complaints from residents and businesses, in the area of Cowley Mill Road, concerned with obstructive parking taking place on Cowley Mill Road, Uxbridge. It was reported that parking on Cowley Mill Road resulted in access being significantly impacted.
2. It was reported that on occasions when parking was especially busy the traffic build-up made access to the industrial estate by large vehicles extremely difficult and resulted in incidents of road-rage.
3. Officers undertook several site visits to the area to observe the issues and witnessed some of the problems first hand. Officers observed vehicles parked on both sides of Cowley Mill Road restricting the flow of traffic to a single lane in places and larger vehicles were observed experiencing difficulties proceeding along the road and also exiting from the industrial estate. Officers also undertook a couple of nighttime visits to ascertain where it is believed some local residents parked overnight.

4. Following these visits, proposals for waiting restrictions were prepared for the whole road and shared with local ward councillors and the Cabinet Member, who asked officers to formally consult on the proposals.

5. A 21-day formal consultation was subsequently undertaken where street notices were placed in the vicinity of the proposed changes and public notices were placed in the London Gazette and a local newspaper. In addition to the normal notices a letter and plans was sent to every property on Cowley Mill Road.

6. During the formal consultation, 23 responses were received from residents and businesses, of these responses nine were labelled as objections by the respondent and four supportive of the scheme. However, the rest of the responses, along with the objections/ supportive responses, contained a narrative response that partially supported and partly objected to certain aspects of the proposals. A summary of the individual responses is attached to this report as Appendix B.

7. Also, during the consultation, a number of phone calls were received regarding the proposals and perceived potential impacts on local residents in surrounding roads. These callers were encouraged to respond to the consultation itself and to also discuss the proposals with their neighbours. A number of these callers indicated that they and their neighbours supported a Resident Parking Scheme and that they would be submitting a petition on this subject to the Council. The preparation of this report was therefore delayed in order to allow such a petition to be submitted, so that the indicated wishes could be included, but at time of writing no petitions have been received.

8. The responses were shared with local ward councillors who felt that there was not sufficient support to implement the proposals as a whole but that parts of the proposals should be implemented to aid the flow of traffic and improve road safety.

9. It is therefore recommended that only some of the proposals are implemented at the present time. The single yellow lines between Wallingford Road and Hilton Court on the southwestern side of Cowley Mill Road (as shown in Appendix C) should be implemented, along with the proposed double yellow lines opposite the existing double yellow lines at the junction of Cowley Mill Road and Ashley Road (Appendix C). Finally, the proposed double yellow lines on both sides of St Johns Road, Slough Road, and Cowley Mill Road from the roundabout to outside Grand Junction Place (Appendix D) should be implemented.

10. These recommendations will help improve traffic flow, whilst continuing to allow some unrestricted parking on Cowley Mill Road, but if local residents feel that they would benefit from a Resident Parking Scheme then they are invited to discuss this with their local ward councillors and also submit a well-supported petition to the Council for further investigations into the available options.

Financial Implications

The cost associated with the recommendations to this report is estimated at £2,000 and will be met from existing revenue resources within the Transportation Service.

RESIDENT BENEFIT & CONSULTATION

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

Consultation carried out or required

CORPORATE CONSIDERATIONS

Corporate Finance

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

Legal

The Council's power to make orders introducing parking restrictions such as that proposed in this report for 'at any time' waiting restrictions in the vicinity of Cowley Mill Road, Uxbridge is set out in Part I of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this matter are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If the decision is taken to make the proposed order, Part V of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage requirements, which must be observed.

In considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

None

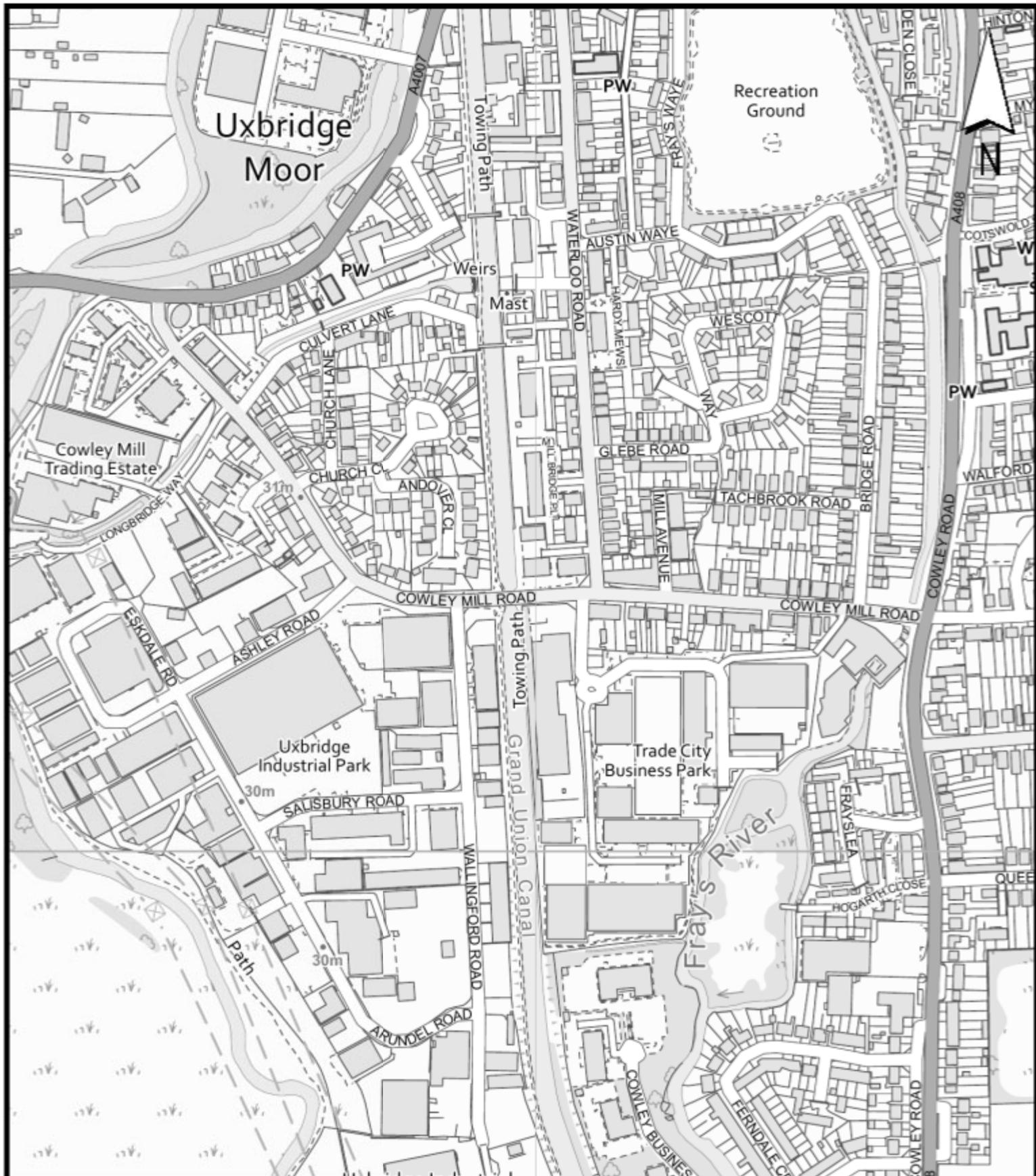
TITLE OF ANY APPENDICES

Appendix A - Location Plan

Appendix B - Detailed Plan of Proposals

Appendix C - Plan of the Southern Part of Cowley Mill Road

Appendix D - Plan of the Northern Part of Cowley Mill Road



Cowley Mill Road, Uxbridge Location plan

Appendix A

July 2023

Scale 1:5,000

Comments
<p>Our preference would be</p> <p>The double yellow lines on the north side should stop outside Nos.77-80 and be replaced by either resident parking or part time single yellow lines(Mon-Fri, (8-10am / 2-5pm) but not over driveways as we need these for friends and family when they visit.</p> <p>Also, narrow the footway outside 69-75 Cowley Mill Road and create resident parking bays. All single yellow lines in Cowley Mill Road should be Mon-Fri only, and double yellow lines on both sides between Church Close and Culvert Lane due to the width of the road.</p> <p>Finally, a yellow box at the junction of Cowley Mill Road and Wallingford Road. Fix the width restrictions on both sides of the bridge, and sort out the parking on Ashley Road which has unenforced footway parking making it dangerous to walk down.</p>
<p>Cowley Mill Road has been very busy since last year with 20-30 cars blocking both sides of the road all day, suggesting they work on the industrial estate. This is causing a backlog of vehicles including large HGVs and skip lorries causing incidents of road rage. There is plenty of parking on a number of the sites on the estate but many businesses refuse to park their staff on site. Cowley Mill Road should have parking restrictions or be zoned for residents only</p>
<p>This has been an ongoing problem with parking, people just park anywhere and anyone walking with kids has to struggle to get past, I often have to walk in the road to get past.</p> <p>Please do the lines and perhaps a crossing.</p>
<p>Your proposals for yellow lines down Cowley Mill Road are great but unfortunately this is going to cause more issues for residents of Church Close, Church Lane, Culvert Lane and Andover Close, and delivery or bin vehicles are going to have even more problems.</p> <p>I would like to see restricted parking in the morning and afternoon, or even permit parking down Church Close.</p> <p>Please call an urgent meeting for all residents so we can try and resolve this issue as I don't feel we are being listened to.</p>
<p>Over the last two years life for residents have been made miserable by the unrestricted development without sufficient parking on the industrial estate. Drivers going to work have no respect for those who live here and park on pavements, on corners and across access points etc.</p> <p>We petitioned to get yellow lines on the corner of Culvert Land and Church Lane which are regularly ignored, it might help if we could have a no parking at any time sign added here.</p> <p>The proposed lines will make Cowley Mill Road safer but will put even greater pressure on residential streets, I recently had a queue of three cars outside my house waiting for occupied spaces in the lane as residents left for work.</p> <p>I head about this late as I am outside the immediate area of the proposals so there are probably many residents unaware of them and there is insufficient time to arrange a larger response.</p> <p>I have lived here for over 40 years but it seems that commercial companies on the moor are now more important than residents.</p>
<p>I am writing to confirm that I accept the proposed parking restrictions, mainly on Church Close where I live. The present situation is causing problems for delivery vehicles etc. The situation on Cowley Mill Road is really bad as well as it is the only access to the industrial estate for lorries and other large vehicles.</p>
<p>We often park next to the hedge on the footway, it is total chaos there, all the time. We had a car damaged by another car as our vision was blocked when pulling out. We are concerned that the proposal only has yellow lines on one side. The congestion is awful and hope that it can be resolved.</p>

I do not believe that the problems on Cowley Mill Road will be resolved by imposing yellow lines. Many residents do not have off-street parking and therefore must park on the main road. The Council should be installing single yellowlines instead of doubles.

I believe the reason for the built up traffic on Cowley Mill Road is due to workers from the industrial estate.

I agree that some people are parking selfishly and blocking the road and footway, and that restrictions are needed.

Myself and neighbours currently often park on the wide pavement on the corner of Cowley Mill Road and Church Close, if these proposals go ahead where will we park in future as the already busy side roads will be busier due to people being displaced from Cowley Mill Road.

We need permit parking in the area.

Pleased to see these proposals to assist with the dreadful problems with access to the Uxbridge Industrial Estate. I think the cause of the problems of parking both sides of Cowley Mill Road are linked to the new UX1 warehouse, which is actually Netflix. When they are not filming there is much less parking on Cowley Mill Road. If you add these restrictions then I expect the footway parking area outside 70-75 will be filled by non-residents instead so may need to be resident parking.

The entrance to Asheley Road has double yellow lines that are never patrolled, neither is the estate so vehicles are parked everywhere.

We are in support of the proposals to improve traffic flow on Cowley Mill Road and improvesafety at the junction with Church Close.

Over the years we have noticed an increase in cars parked in Church Close, but has drastically changed with the introduction of filming on the industrial estate, there has been an increase in daytime parking from early morning to late evening including double parking.

We would also support resident parking in Church Close.

The companies causing the increased parking should provide parking elsewhere and a shuttle service from the parking or the station.

We support most of the proposals, particularly the single yellow line outside the cottages.but feel that a single yellow line would be sufficient between the Canal Bridge and Atlantic House as residents require parking throughout the 24 hour period.

We also feel that the status of the footway parking area, dating back to the 80's, should be clarified, and that the footway could be reduced and resident parking bays be introduced. (copies of correspondence with LBH supplied).

We moved to the area recently and since we moved in it has been chaos in the area and we have been blocked in a number of times. I have tried contacting the Council about the footway parking and being blocked but the response has been inconsistent.

Asked for info but never commented

We suffer from the issues highlighted in your letter, and I agree that something needs to be done about inconsiderate parking in the area, which needs to be extended into Church Lane or you will just push the problem here.

Making it resident parking only will ensure that residents can park in the vicinity of their homes. Your restrictions are not inclusive and do not serve the whole community but will only act to punish residents not included. A clear solution is to extend the no-parking zone to include Church Lane.

Firstly I agree with the proposals as the current situation caused by the new studio when they carry out film work is so dangerous and I have witnessed many near misses where drivers are frustrated. In addition though I am extremely concerned with the parking issues created in surrounding roads, namely Church Close, Church Lane and Culvert Lane.

Although I agree with the proposals, I am concerned that due consideration has not been applied when the studio carries out filming and their responsibility for staff parking. I understand that there is a mini bus service but the timings are not suitable for the working hours and therefore is under utilised.

I do agree that the parking in the area is out of control due to the parking of workers on the industrial estate. The suggested yellow lines will increase the suffering for local residents who work nights or need to park on the street during the day.

This is a residential area and should be resident parking only and signs should be displayed implementing this.

Companies on the estate should be made to resolve the parking facilities for their staff, they should not be using residential streets as a company car park.

Cowley Mill Road suffers from traffic on random days, including weekend, caused by a large number of cars parked on both sides of the road from early to late. Andover Close and Church Close also have problems with parking on both sides of the road up on the footway, meaning residents often need to walk in the road. Delivery vans and rubbish collections also have problems accessing the road.

The proposed yellow lines will just push the problems into the side roads making them even more dangerous and congested than they are now.

A possible solution may be parking restrictions in the side roads operating 8-9am and 4-5pm, but this might be unfair on residents who need to park on the road during the day, perhaps just as a trial?

Perhaps there should be a shuttle to bring in the workers?

Could you include 'at any time' restrictions on both sides around the junction of Church Close and Church Lane.

The Cowley Mill Road proposals are essential to enable good access to the industrial estate but they will displace the current parking into the nearby side roads. Church Close between Cowley Mill Road and Church Lane sometimes has vehicles parked on both sides, making access difficult for larger vehicles.

Your maps do not show the proposed restrictions at the Church Close and Andover Close junctions referred to in the narrative description.

Object.

The proposed restrictions if implemented will significantly impact the well being of my family. These proposals are similar to those suggested previously years ago and rejected. I accept that parking has got worse since then but this is caused by the lack of public transport and over development of the industrial park. These 24/7 restrictions are cruel to residents who will no longer be able to have visitors who drive.

The parking issues are only Mon-Fri, not 7 days a week, and many caused by post office staff who are often gone by 2-3pm.

There should be double yellow lines on the south side of Cowley Mill Road from Wallingford Road to Ashley Road (no one ever parks there).

The double yellow lines on the north side should stop outside Nos.77-80 and be replaced by either resident parking or part time single yellow lines(Mon-Fri, (8-10am / 2-4pm or 8am-4pm)).

Also, narrow the footway outside 69-75 Cowley Mill Road and create resident parking bays. All single yellow lines in Cowley Mill Road should be Mon-Fri only, and double yellow lines on both sides between Church Close and Culvert Lane due to the width of the road.

Finally, a yellow box at the junction of Cowley Mill Road and Wallingford Road. Fix the width restrictions on both sides of the bridge, and sort out the parking on Ashley Road which has unenforced footway parking making it dangerous to walk down.

I have lived here for over 20 years and any parking schemes will have a very direct and immediate impact on parking around the area and specifically my home.

It is evident that parking in the area has become extremely difficult over the last six months, which I understand to be caused by a new business that has opened on the industrial park with a large number of staff and no provision for parking, which has resulted in employees parking in residential roads.

There has been a constant problem with inconsiderate parking making access to driveways difficult and also just driving along the road. I challenged a driver as to why he was parking in a residential road rather than the estate itself and was informed that the roads on the estate were so bad that they feared damaging their vehicle.

I remember a scheme proposed some time ago to help with the residential parking but to date nothing has been implemented. If a scheme is implemented normal business hours would not be sufficient as the road remains heavily parked up until 9pm and includes Sundays.

Over the past couple of weeks we have had limited rubbish collections because the lorries are unable to access Church Close.

In summary I am in favour of the proposed parking controls but ask that they be extended to cover other areas such as the central green area.

It is not clear why this is being proposed during weekends and bank holidays as the issues are only during weekdays. Resident parking bays would be acceptable but I would like this to be something I do not pay for, and others in Cowley Mill Road cannot park in front of my house. Parking outside 69-75 should be fixed as currently they park on the footway and on the road making it dangerous to walk past.

I agree with:

There should be double yellow lines on the south side of Cowley Mill Road from Wallingford Road to Ashley Road (no one ever parks there).

The double yellow lines on the north side should stop outside Nos.77-80 and be replaced by either resident parking or part time single yellow lines(Mon-Fri, (8-10am / 2-4pm or 8am-4pm)).

Also, narrow the footway outside 69-75 Cowley Mill Road and create resident parking bays. All single yellow lines in Cowley Mill Road should be Mon-Fri only, and double yellow lines on both sides between Church Close and Culvert Lane due to the width of the road.

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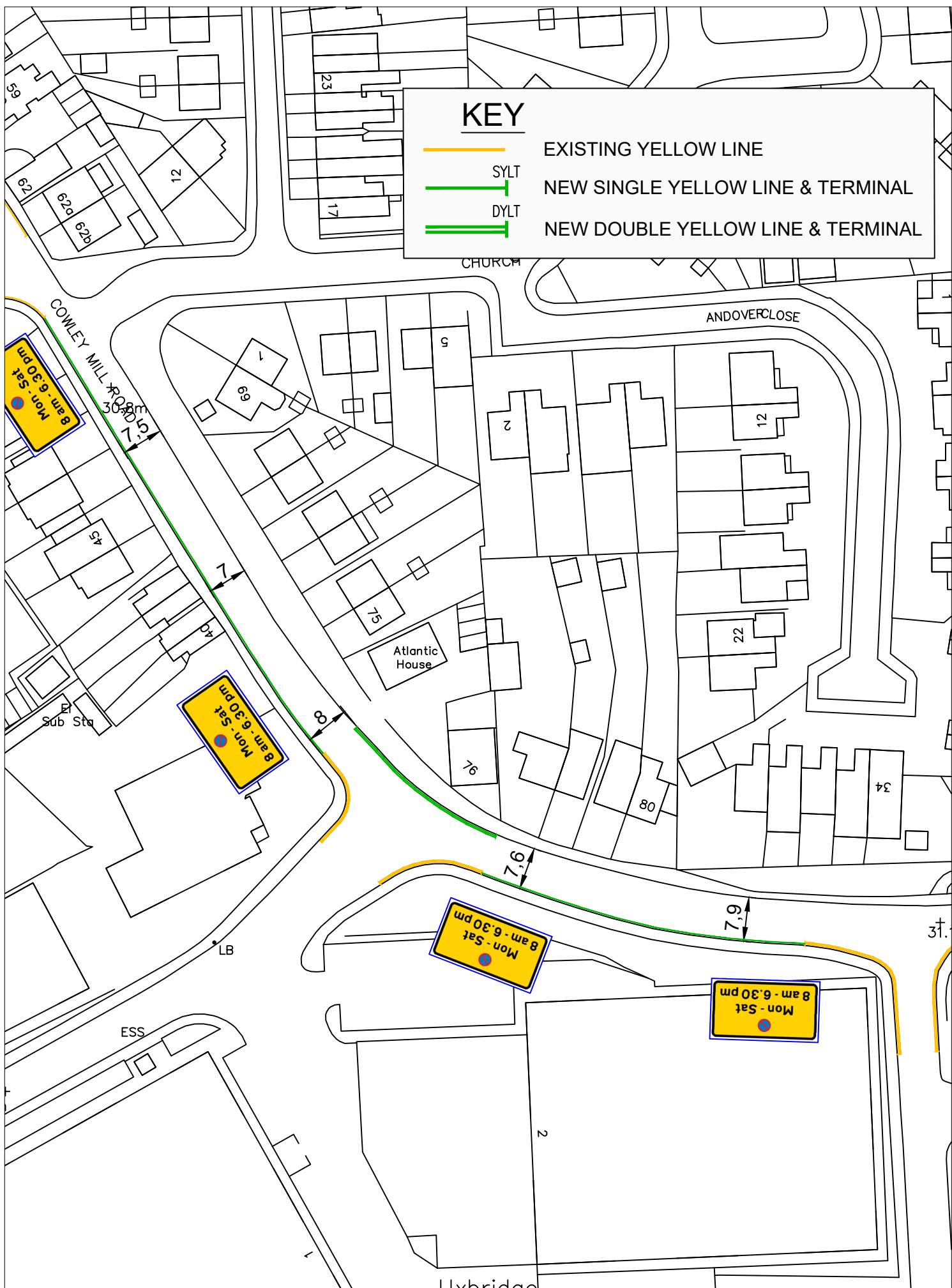
Something should also be done about the cars and bikes speeding on the road, perhaps a speed camera would help?

We have trouble finding anywhere to park, and feel that it will get worse if more restrictions are introduced as the parking will be displaced into residential roads that are already full.

We normally cannot park close to home and often have to park a distance from home, around 20min walk.

Have you considered resident permits?

Cowley Mill Road / Wallingford Road



Appendix D

Cowley Mill Road / Slough Road / St Johns Road

