



Democratic Services

Location: Phase II
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To: COUNCILLOR JONATHAIN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
AND TRANSPORT

c.c. All Members of the Corporate Resources and Infrastructure Select Committee
c.c. Aileen Campbell – Place Directorate
c.c. All Ward Councillors for Hillingdon West

Date: 07 June 2024

Non-Key Decision request

Form D

CEDARS DRIVE, UXBRIDGE – REPORT ON THE OUTCOME OF THE STATUTORY CONSULTATION FOR A PROPOSED EXTENSION TO THE HILLINGDON HILL PARKING MANAGEMENT SCHEME ‘ZONE HN1’

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 17 June 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: CEDARS DRIVE, UXBRIDGE – REPORT ON THE OUTCOME OF THE STATUTORY CONSULTATION FOR A PROPOSED EXTENSION TO THE HILLINGDON HILL PARKING MANAGEMENT SCHEME ‘ZONE HN1’

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

CEDARS DRIVE, UXBRIDGE – REPORT ON THE OUTCOME OF THE STATUTORY CONSULTATION FOR A PROPOSED EXTENSION TO THE HILLINGDON HILL PARKING MANAGEMENT SCHEME ‘ZONE HN1’

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	Appendix A – Location Plan Appendix B – Summary of Formal Consultation Responses Appendix C – Plan of proposed amendments to double yellow lines. Appendix D – Plan of proposed amendment outside No. 43 Cedars Drive. Appendix E – Plan of proposed amendment outside No. 33 Cedars Drive. Appendix F – Plan of Cedars Drive included within Zone HN1.

HEADLINES

Summary	To inform the Cabinet Member of the responses received during the statutory consultation for a proposed extension to the Hillingdon Hill Parking Management Scheme.
Putting our Residents First	This report supports the Council objective of Our People. The request can be considered as part of the Council’s annual programme for on-street parking controls.
Delivering on the Council Strategy 2022-2026	This report supports our commitments to residents of: Safe and Strong Communities.
Financial Cost	The estimated cost of the recommendations set out in this report is £7,000.
Relevant Policy Overview Committee	Corporate Resources & Infrastructure Select Committee
Relevant Ward(s)	Hillingdon West

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. Notes the responses received during the 21-day formal consultation on a possible extension to the Hillingdon Hill Parking Management Scheme;
2. Based on the views expressed during the consultation and following discussions with local Ward Councillors, recommends that the proposed extension to the Hillingdon Hill Parking Management Scheme is implemented in Cedars Drive, Uxbridge as seen in the plan attached as Appendix F;
3. Based on the views expressed during the consultation and following discussions with local Ward Councillors, recommends that the proposed 'at any time' waiting restrictions in the entirety of Attle Close, Bishops Close and Mills Close are deferred due to the apparent lack of support, but instead asks officers to organise for double yellow lines to be formally advertised in Bishops Close and Mills Close at their junctions with Cedars Drive as seen on the plan attached to this report as Appendix C;
4. Asks officers to organise for formal consultation to take place on a proposed extension to the double yellow lines from the junction with Buckingham Grove to outside No. 43 Cedars Drive to replace the single yellow line, as seen in the plan attached as Appendix D, prior to implementation of the scheme in Cedars Drive;
5. Asks officers to organise for formal consultation to take place on a proposed single yellow line outside Nos. 33 and 35 Cedars Drive to replace the residents' permit holders only bay as seen in the plan attached as Appendix E, prior to implementation of the scheme in Cedars Drive; and
6. Considers requests from residents for amendments to be made to the scheme outlined in paragraphs 17 to 20 of this report, and asks officers review the situation in six months' time following the scheme start date.

Reasons for recommendations

These recommendations are in line with the views expressed during formal consultation and discussions with local Ward Councillors.

Alternative options considered / risk management.

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Cabinet Member will recall a petition submitted to the Council from some of the residents of Cedars Drive, Uxbridge requesting a single yellow line to be implemented in front of Nos.1 to 43 Cedars Drive. The below statement was provided with the petition:

"We the residents of Cedars Drive in Hillingdon are petitioning to have parking restrictions put in place on Cedars Drive.

Why Parking Enforcement is needed:

- *Cedars Drive is a narrow highway and parked vehicles make it difficult to enter/exit driveways*
- *Nearly every property has off street parking so the impact on residents is minimal*
- *During the week, a number of contractors park their vans/lorry on the road*
- *One resident appears to be running a car import/export business from his property, and parks a number of vehicles on the highway*
- *Displacement from Vine Land and Chetwynd Drive, which both have parking enforcement measures, is exacerbating the situation*
- *People who live far away park their vehicle on these roads, then catch the A10 bus to Heathrow to fly off on holiday for a week or two*
- *Some local businesses/venues, such as the RAF Cricket Ground, tell their visitors/customers to park on Cedars Drive*

Proposed Solutions:

Introduce single yellow lines on the length of the road, with enforcement for two hours per weekday (Mon – Fri 1100 – 1300)

Please also see attached photos of the situation where emergency services were unable to get to the desired location due to the parking situation as well vehicles being parked on the street without number plates, without tax and without MOT."

2. The lead petitioner was invited to a petition hearing at which they advised that a single yellow line was the minimum action residents would like to see introduced in Cedars Drive, but the ideal outcome, with the support of the local Ward Councillor who was present, would be for the road to be included in the nearby Hillingdon Parking Management Scheme 'Zone HN1'.
3. As mentioned in the petition report and informal consultation report which are available to view on the Council's website, the Council has previously considered petitions for parking restrictions in Cedars Drive; these were unsuccessful due to the lack of support from residents at the time and date back from 2009, 2013 and 2017. At the most recent Petition Hearing which took place in 2023, residents and the local Ward Councillor advised they felt there was now sufficient appetite from residents for a parking scheme as 33 out of 43 properties in Cedars Drive had signed the petition. The Cabinet Member for Property, Highways and Transport therefore instructed officers to add the request to the Council's extensive parking scheme programme for informal consultation.

4. Officers conducted an informal consultation in an area agreed in liaison with local Ward Councillors. Households in Attle Close, Bishops Close, Buckingham Grove, Cedars Drive, Mills Close and any abutting properties were sent an informal consultation pack and asked whether they would support a single yellow line outside Nos. 1-43 Cedars Drive operational Monday to Friday 11am to 1pm', or support being included in an extension to the Hillingdon Hill Parking Management Scheme operational 'Monday to Friday 9am to 5pm', or alternatively if they would prefer no changes to the current parking arrangements.
5. The results of this consultation indicated that of the 53% of households who took the opportunity to respond in Cedars Drive, the majority supported an extension to the nearby residents' permit parking scheme 'Zone HN1'. The results from households in the other roads consulted were balanced or indicated a preference for no changes to be made to the current parking arrangements. As is usual practice, the results were shared with local Ward Councillors and the Cabinet Member who made the decision for officers to formally consult residents in Cedars Drive on a proposed detailed scheme design. It was also recommended to consult residents in Attle Close, Bishops Close and Mills Close on proposed 'at any time' waiting restrictions based on reported concerns of obstructive parking.
6. Officers organised for statutory consultation to be carried out. Residents in the plan attached as Appendix A were sent a copy of the detailed scheme design and letter advising residents on how to comments on the proposals if they wish to have their views considered.
7. During the statutory consultation, which started on 31 January and ended on 21 February, 46 comments were received overall. Of these comments, six were from residents of Attle Close, eight from residents of Bishops Close, 30 from residents of Cedars Drive, one from a resident of Mills Close and one from a resident of Vine Lane. All of the comments received during the 21-day period are attached to this report as Appendix B with all confidential information redacted.
8. Within the comments, some residents expressed their confusion as to why Attle Close, Bishops Close and Mills Close had been included in the formal consultation, if residents were mostly unsupportive of parking restrictions during the informal consultation. Although a scheme could be considered for roads such as Cedars Drive individually, the Council had received concerns of obstructive parking in the closes due to the narrow width of the carriageways and the decision was made to set out and seek views upon proposals for double yellow lines in each close. Residents would then have the opportunity to write, as to whether they support or object to, the proposals during the formal consultation. Within a residents' parking scheme, the highway needs to be either covered by a parking bay or yellow line. As the restrictions were proposed throughout the entirety of the highway, it seemed sensible to include households of Attle Close, Bishops Close and Mills Close within the scheme and subsequently within the legal Traffic Management Order for 'Zone HN1' which would entitle households to residents' permits and visitors vouchers.
9. During the 21-day consultation period, the comments received regarding the proposed 'at any time' waiting restrictions in the closes were almost unanimous in opposition. One resident in Attle Close and one in Bishops Close supported double yellow lines due to the concerns of emergency service vehicles being denied access if a car was obstructing the road and advised that restrictions would improve access to driveways. However, the general consensus was that 'at any time' waiting restrictions would just cause problems for

residents. Numerous residents advised that obstructive parking is rarely an issue, and that in their experience, if obstructive parking does occur, this is often sorted amicably between residents. It was advised that any vehicles which park in the close are usually associated with deliveries, contractors doing building work on a house, visitors, or residents themselves, most of whom are not parked for long and, it was suggested, cause little inconvenience. Within one of the responses, it was advised that there is currently an abundance of parking availability in Cedars Drive, so if there is any persistent all-day parking, this is only an issue when drivers park inconsiderately, which is a problem that would not be solved by a parking scheme. However, another resident was concerned that the proposed changes could lead to an increase in antisocial behaviour or tension between residents, as there are not enough bays on Cedars Drive to accommodate those who would need to utilise the available on-street parking. Although opposed to the restrictions, one resident suggested that if a scheme were to be implemented in Cedars Drive, then residents of the closes could request for parking controls to be considered in the future, if they felt necessary.

10. All the responses have been shared with local Ward Councillors. Although surprised at the level of objection to waiting restrictions, Ward Councillors acknowledged the opposition to the double yellow lines in the closes and it is therefore recommended that no further action is taken for the proposed double yellow lines in the entirety of Attle Close, Bishops Close or Mills Close at the present time. However, it is recommended that double yellow lines are progressed on the junctions, as seen in the plan attached as Appendix C. It should be noted that this will mean residents in the closes will not be entitled to apply for virtual residents' permits or visitors' vouchers as the scheme will not extend into their roads. The Cabinet Member will already be aware that the Highway Code provides well-known standards relating to parking on junctions, but that does not provide for local parking enforcement by the Council and its representatives.
11. 30 of the responses received overall were from residents of Cedars Drive. Of these, two suggested changes with no specific view on whether they support or object the proposals, eight were from residents objecting to the proposed extension, and a majority of 20 residents responded in support of extending the 'Zone HN1' scheme into Cedars Drive.
12. Residents who supported the scheme advised that the introduction of parking restrictions has been long overdue. The issues raised in the petition such as commuters and holiday makers taking advantage of the unrestricted parking and leaving their car in the road for long periods of time, were reiterated in some comments. A couple of residents explained that a scheme would also make it easier for vehicles providing assistance (such as travel services for elderly residents) to park, as they currently find it difficult due to the non-residential parking taking up available parking. A resident also advised that there are often commercial vehicles parked in the road reducing the parking availability for local residents. Out of the 20 residents who commented in support of the scheme, eight responded individually with the statement "*I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme*" with an accompanying signature and address. One of the concerns highlighted was the narrow width of the carriageway in Cedars Drive which when non-residential vehicles park inconsiderately, especially commercial, or larger vehicles, which can cause issues for residents particularly with access and egress to their driveway. Residents were therefore supportive of a scheme as not only would there be parking bays which, as is usual practice are at least 0.5 metres away from the top of a dropped kerb, it would also mean that all-day non-residential parking

would be enforceable and during the operational times the only vehicles with a valid permit or visitors voucher for 'Zone HN1' should be taking up parking bays.

13. Residents in Cedars Drive who objected to the proposed scheme extension advised that it is unnecessary as there is rarely an issue with parking in the road, especially one which would warrant a parking scheme. Residents in objection expressed how the large majority of properties in Cedars Drive have driveways; although in the petition this was noted as a positive for a scheme as there would be minimal effect on residents, for those who oppose the scheme, it conveys how off-street parking is available for residents and issues with parking availability is therefore minimal. A few residents spoke of their concern at the cost of residents' permits and visitors vouchers, explaining how this would greatly affect residents and make residents' lives stressful and expensive, particularly those reliant on services such as childcare with friends and family being deterred from visiting due to the parking restrictions. Those opposing the scheme from Cedars Drive, Attle Close and Bishops Close argued that the reasons listed in the petition to join the nearby scheme were no longer an issue. One example was the commercial or contractor vehicles parking in the road causing problems with parking; residents opposed to the scheme advised that the majority of these vehicles would most likely belong to residents themselves, and if a property is having work such as renovations or repairs, then this would be expected as contractors would need somewhere to park. Furthermore, a couple of residents advised how households will occasionally host events or celebrations which would of course lead to an increase in parking within the road, but in no way significantly impact the day-to-day parking situation.
14. As mentioned in the petition, there were a few responses which advised that one property is running an alleged car sales business who takes advantage of the unrestricted parking which impacts their neighbours. It was suggested that if there is a parking scheme then as the resident would need to apply for permits, this would reduce deter the number of cars being parked on the road. On the other hand, residents who opposed the scheme advised that a parking scheme which would impact all residents in the road should not be introduced because of the actions of one property, and the property owner would be able to purchase visitors vouchers to park vehicles on the road anyway. If a property is running a business from their property when not permitted to do so, this should be reported to the relevant department to investigate.
15. All of the responses and information submitted during the formal consultation have been shared with local Ward Councillors. Ward Councillors requested that the Council proceed in extending the Hillingdon Hill Parking Management Scheme to include Cedars Drive between its junctions with Buckingham Grove and Vine Lane, as there is a sizeable majority of residents in favour of an extension to the scheme.
16. During the 21-day consultation period, there were a few amendments requested by residents. One request was for the single yellow line outside No. 43 Cedars Drive to be changed to a double yellow line which could extend from the junction with Buckingham Grove. Cars would not be permitted to park on the single yellow line during the operational times of the scheme. After consideration of the request, it seems sensible to propose an extension to the double yellow lines at this location as seen in the plan attached to this report as Appendix D, as it with cars parked parallel, it will prevent obstructive parking.

17. There was another request to extend double yellow lines to replace the parking bay outside Nos. 39 and 41 Cedars Drive. This was because residents advised it can be difficult to manoeuvre and delivery vehicles allegedly have to drive onto the pavement to get around the junction with Chetwynd Drive. Removing these bays would result in the loss of parking where cars have already been parking for a long period of time, and upon approach to the junction from Chetwynd Drive drivers should have a clear view of any oncoming vehicles. It is therefore recommended that no changes are made to the proposed residents' bay outside Nos. 39 and 41 Cedars Drive at the present time, but the parking situation be reviewed in six months' time following the scheme start date.
18. Another suggested amendment was the removal of the parking bays on the bend outside Nos. 6 and 8 Cedars Drive and replacing these with yellow lines. This would remove parking for up to four cars where parking is already at a premium. It is therefore recommended that no changes are made to the proposed residents' bay outside Nos. 6 and 8 Cedars Drive at the present time, but the parking situation be reviewed in 6 months' time following the scheme start date.
19. There were a few requests for specific parking bays to be removed to help with access to driveways. It is not the Council's usual practice to implement parking restrictions such as yellow lines to assist with access to a dropped kerb. Whilst designing the scheme, officers mostly proposed bays where vehicles were naturally parked. An exception is the residents' bays between Nos. 29 and 35 Cedars Drive where the parking availability was greater on the opposite side. Officers always try to maximise parking when designing a scheme where it is safe and practical to do so. It therefore seemed sensible to propose bays on the eastern kerbline where there would be more on-street parking availability and drivers would be forced to slow their vehicle on approach. However, when visiting the location (as they always do following suggested amendments) officers noticed a newly implemented dropped kerb extension which has resulted in the gap between the dropped kerbs of Nos. 33 and 35 now being too small to facilitate a resident' permit holders only bay. It is therefore recommended that officers propose to remove the parking bay as seen in the plan attached to this report as Appendix E and replace it with a single yellow line.
20. A request was also received for the bay outside No. 14 Chetwynd Drive to be removed due to a car being recently damaged from a car entering the road from Cedars Drive. It is unfortunate that a car has been damaged at this location. However, removing the bay would remove parking for residents during the operational hours and it is therefore recommended that this bay is not removed at the present time.
21. Some residents also requested a change in operational times. The proposed operational times of 'Monday to Friday 9am to 5pm' is an extension of the existing 'Zone HN1' scheme. Some residents suggested shorter times such as a couple of hours during the day or one hour midday. As the majority of residents supported the proposed times, it is recommended that the scheme is implemented with the proposed operational times of 'Monday to Friday 9am to 5pm'. However, if in the future residents would like to change the hours of the scheme, they are encouraged to submit a petition to the Council which can then be considered by the Cabinet Member.
22. In summary, all of the responses received to the statutory consultation for a proposed extension to the Hillingdon Hill Parking Management Scheme 'Zone HN1' operational 'Monday to Friday 9am to 5pm' have been shared and discussed with local Ward

Councillors and the Cabinet Member for Property, Highways and Transport. All of the comments have been considered thoroughly and it is recommended that the residents' permit parking scheme 'Zone HN1' is extended to include Cedars Drive as seen in the plan attached as Appendix F, following statutory consultation for proposed amendments which are listed in the recommendations to this report.

Financial Implications

The estimated cost associated with the recommendations to this report is £7,000, to be funded from the Transport for London 2024/25 Grant Parking Management Schemes Allocation (subject to the relevant approval process with Transport for London and Capital Release protocols).

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member for Property, Highways and Transport to consider the responses received during the 21-day statutory consultation.

Consultation carried out or required

A statutory consultation was undertaken.

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 an extension to the Hillingdon Hill Parking Management Scheme in Cedars Drive, 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.

The decision maker must be satisfied that responses from the public were conscientiously taken into account. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

There are a set of well-established common law rules which set out the requirements of a lawful public consultation which are known as the Gunning principles. They were endorsed by the Supreme Court in the Moseley case.

The principles can be summarised as follows:

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
- Consultations should allow adequate time for consideration and response;
- The product of consultation should conscientiously be taken into account by the decision maker.

There are a very significant number of judicial review cases which involve successful challenges to the lawfulness of a consultation undertaken by a public authority, so it is imperative that the Gunning principles are closely followed.

Infrastructure / Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

Informal consultation report and decision notice.

TITLE OF ANY APPENDICES

Appendix A – Plan of the area included in the statutory consultation.

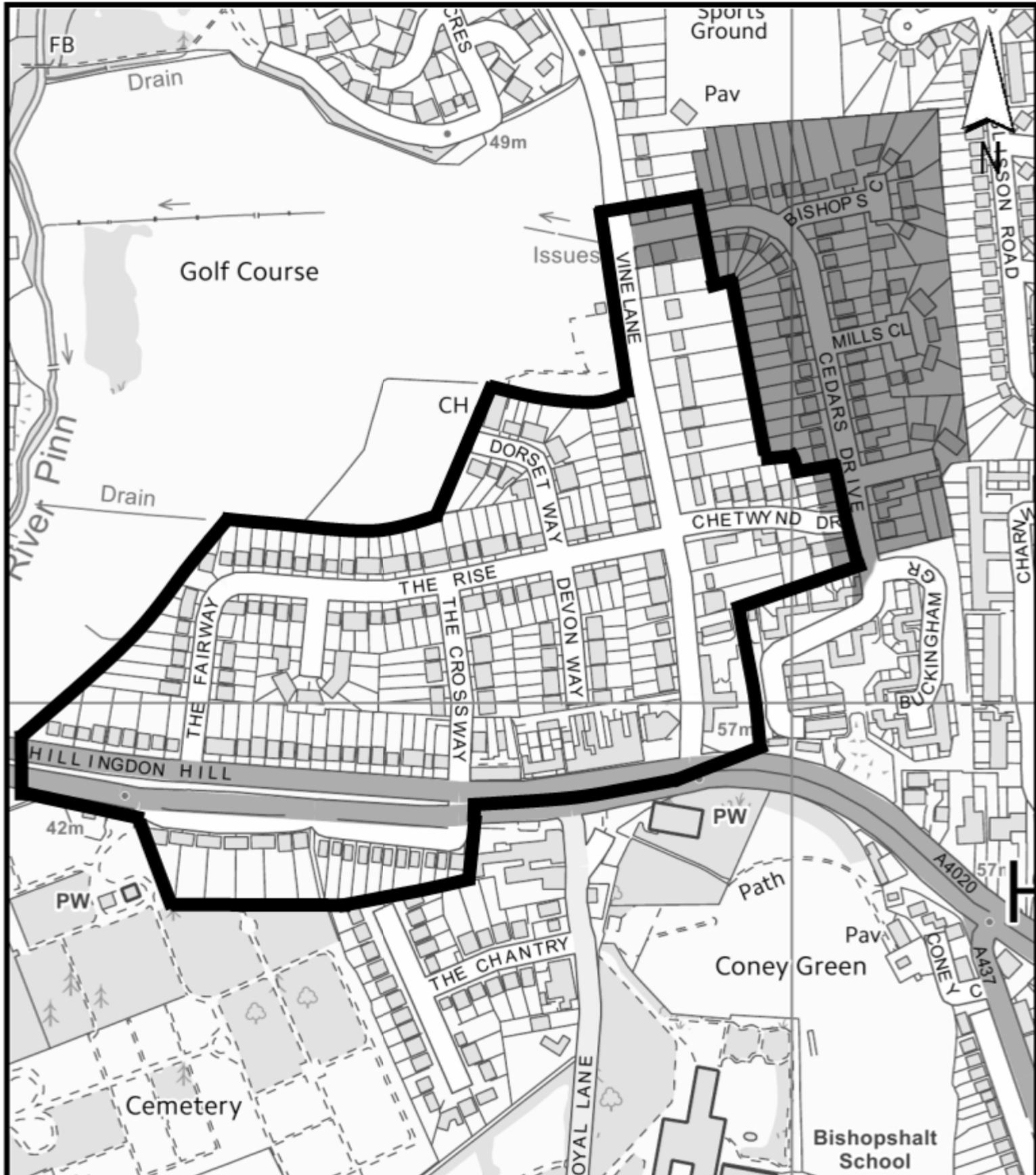
Appendix B – Responses received during the statutory consultation period.

Appendix C – Plan of the amended ‘at any time’ waiting restrictions in Bishops Close and Mills Close.

Appendix D – Plan of the proposed extension to the double yellow lines to replace the single yellow lines outside No. 43 Cedars Drive.

Appendix E – Plan of the proposed removal of the residents’ permit parking bay outside Nos. 33 and 35 to be replaced with a single yellow line.

Appendix F – Plan of the Hillingdon Hill Parking Management Scheme ‘Zone HN1’ including Cedars Drive.



Proposed extension to the Hillingdon Hill Parking Management Scheme Zone HN1

Appendix A

April 2024

Scale 1:4,000



Extent of the Hillingdon Hill Parking Management Scheme Zone HN1



Extent of formal consultation area for a proposed extension to the scheme

**Cedars Drive, Uxbridge - Outcome of statutory consultation on a proposed extension to the
Hillingdon Hill Parking Management Scheme**

Approximate Address	Comments	Officers Comments
Attle Close	<p>We have noted that you are proposing double yellow lines in the entire Close, along with Bishops Close and Mills Close, which I assume will be operation 24 hours a day.</p> <p>Within Attle Close we have very little, if any, obstructive parking on weekdays, especially since the LBH installation of concrete bollards and trees restricting any verge parking. Parking by neighbours and local visitors is infrequent, and as only short-term, any concerns would be resolved between residents amicably.</p> <p>Persistent 12 hour parking, and even 24 hours or longer, does cause issues in Cedars Drive, but largely depends on how and where the vehicle has been left by the driver.</p> <p>I would favour the existing conditions remain for the time being, but if controlled parking within Attle Close is necessary, preferably by the use of single yellow lines operating, I suggest, Monday to Friday, 11am - 3pm, which will allow residents some flexibility on their working hours, but will impede all-day or continuous parking by non-residents.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 9 and 21.</p>

I am writing to express my utmost concerns and opposition to the proposal of yellow lines on Attle Close. As a resident, I believe that implementing such restrictions will have an adverse effect on the wellbeing of the residents.

Until now, I was not even aware of any parking problems in Attle Close. My wife and I have lived here since 2000, and in the twenty-four years that we have been here, we have not had any issues with access or parking in the close.

Indeed, I drive a large van which I park on my drive, and I have not had any difficulty accessing my property ever. We have taken several pictures of the close, over the last three weeks that you have given us to investigate things and have struggled to even find any cars parked on the road.

I have checked with the other residents, and they are as shocked as we are that you are considering double yellow lines, meaning no parking at any time.

Moreover, the implementation of double yellow lines will lead to parking difficulties for residents and visitors. Many households have limited parking spaces available, and the absence of on-street parking will create inconvenience and negative impact on the quality of life for those residing on Attle Close.

There is one resident who lives on Cedars Drive who is having problems in manoeuvring his car onto his drive, because he likes to park his car sideways. This is the only issue that has been raised to me.

I have checked the width of the road and found this to be 4.2 metres (which allows for a car's width of 1.8 metres) and still gives 2.4 metres for access for emergency vehicles, fire engine width of 2.3m and ambulance of 2.1m.

Unless the road is under reclassification to feed more than the 6 houses, how can it be justified to have double yellow lines or any yellow lines. Vine Lane which carries a hundred times more traffic and feeds this zone has a smaller road width and is not yellow lined.

I appreciate the council's dedication to ensuring the safety and functionality of our community, but I do not believe a parking problem exist that needs their attention.

Attle Close

Object.

Comments considered as part of this report. See paragraph 9.

Attle Close	<p>In response to the letter sent to residents I would like to say that we have never had any parking problems and DO NOT want any restrictions in Attle Close.</p> <p>There are 31 houses in the three closes and by putting double yellow lines in each, you will be creating a problem of parking for residents and visitors as I see there are only a few permit bays drawn on the plan and they are all in Cedars Drive.</p> <p>Some of the residents in Cedars have a problem due to a family who have moved in and are running a car business and parking several cars out on the road. This should be addressed first. I have noted that when looking at different times on different days there are no cars parked in any of the 3 closes. If Cedars drive want permit bays then do this first and we will see if there becomes a problem of people parking in other roads and if so we can be asked again if we would like to then proceed with either single yellow line with a timed restriction or permit bays.</p> <p>It seems that for a few people moaning we are all going to have no where to park.</p> <p>Please be aware that some of the residents in the area have lived here for over 20 years and have never had any problems and it seems that one family in particular are effecting the whole community.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 9 and 14.</p>
Attle Close	<p>I am opposed to double yellow lines!</p> <p>I am in favour of Monday to Friday 9am - 5pm.</p> <p>I have emailed before regarding the possible implementation of restricted parking in Attle Close. Saying, that my household 'Absolutely' do not want double yellow lines!!! My concerns are where my family, friends and any contractors will park when they visit.</p> <p>There are not enough parking bays for residents, let alone visitors if all the Closes are double yellow lined.</p> <p>Also, what is there to stop a resident buying as many permits as they like. Leaving their cars parked in the bays, for as long as they like. Which I'm sure will be the case and would be extremely anti social, legal unfortunately, so allowed to happen.</p> <p>I also feel anxious that the friendly relationships formed over many years with neighbours, may become strained and cold.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 9.</p>

Attle Close	<p>I have been told by one of my neighbours I need to respond to a recent letter regarding double yellow lines on Attle Close. I can confirm I fully agree in putting double yellow lines on Attle Close as the road is very narrow and when cars are parked on the road it is a struggle for me to get my car out.</p>	<p>Support. Comments considered as part of this report. See paragraph 9.</p>
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We are very much against the introduction of any parking restrictions on Cedars Drive and the neighbouring roads including Attle Close, Mills Close and Bishops Close.

We have two cars, one of which uses our one-car driveway for parking.

The second car is parked on the road, in front of our property -

- We virtually never have a problem parking with our second car in the above mentioned spot, and are very happy with road access and the availability of parking. Only extremely rarely do we have to park elsewhere, usually Cedars Drive where there are normally multiple spaces available.

Attle Close:

- Only extremely rarely do we have any issues with vehicles parked in the first part of Attle Close leading to the houses. Where this happens, it is almost always due to the residents themselves, e.g. visitors to one of the houses or deliveries to one of the houses (all of the houses are involved here – with the deliveries normally only taking minutes, the exception being supermarket deliveries which take a little longer but we are happy that a service is being provided for someone in the close so willingly accept this).

Cedars Drive :

- As we use our car at all times of the day, both weekdays and weekends, we can confidently say there is no significant issue with displacement parking from other roads, or from people parking to fly or catch a bus. We accept this might well happen on occasion, however as mentioned above Cedars Drive almost always has adequate parking available. Before making any decision on a parking scheme, we would advise the council to inspect the relevant streets themselves over a number of occasions to see if there are any significant issues, we feel confident there will be none. If there were any issue with parking in Cedars Drive, it would undoubtedly have a knock-on effect in Attle Close, something which we have never noticed.

The only exceptions to this were some occasions where there seemed to be a number of visitors attending what appeared to be religious events of some sort at no. / Cedars Drive following completion of their building works, leading to fuller parking in Cedars Drive and sometimes a car the first part of Attle Close.

We have not noticed this happening over the last three months at least. In any case, the cause of this is due to the residents of No. / Cedars Drive themselves, not displacement parking or a general issue with parking. The problem seems to have sorted itself out, possibly following other residents making their feelings known to the owner we presume, however any future occurrences would best be discussed by the residents or the council directly with no. / Cedars Drive – introducing parking restrictions absolutely would not be an appropriate answer, as the disadvantages to other houses on these roads, including ourselves, would be vastly greater. For information, no. / Cedars Drive has a fully paved front garden capable of taking we estimate c.8-10 cars.

Object.

Comments considered as part of this report. See paragraph 9, 13 and

Attle Close

- Again, any issue with contractors taking spaces on the road is a non-issue. The contractors are providing a service to the residents of Cedars Drive themselves, for the purpose of carrying out building work. To stop contractors using the road for parking would be against the rights of residents to have building works carried out. We are certain a number of the petitioners themselves are involved here. There may be some who have not had building work carried out, however both future owners of those as well as other properties may wish to do so and should be allowed to do so without any hindrance. The building works at no. / Cedars in particular were very extended, and since then other properties have also had or are having work carried out. We have found the owners and contractors generally very considerate and co-operative and are happy to leave them to complete their work efficiently as possible. Any issues navigating the road due to poorly parked cars are very infrequent and very minor in the overall situation. As most of the properties on Cedars drive have already been significantly extended, we anticipate the frequency of this to reduce even further
 - Any issues which there might have been, would have been more noticeable to the petitioners recently as not only have several properties undertaken building works, but these have coincided with other works by utilities (e.g. gas pipe replacement, a nationwide project we believe, and e.g. telephone mast replacement). Again these are outside the control of residents, and at the same time are for their benefit – having now been completed, any impact from such works should be negligible going forward.
 - Almost all the properties in Cedars Drive, as well as Attle Close etc, have driveways allowing parking for multiple vehicles. It appears to us that many petitioners are happy with their own situation, and seem to want it all – relatively infrequent and minor parking or passing issues are being blown far out of proportion apparently without a care for the significance of a parking scheme for those who cannot financially afford larger driveways, or with other issues which a parking scheme would cause them including the significant cost of both resident and visitor permits.
 - As all the cost and inconvenience of any scheme would fall on those owners without large driveways (and who would likely be more represented amongst the non-petitioners, those with large driveways would likely not require on-street permits so would not need to pay), other solutions could be considered, e.g. free residents permits, resident-only bays, reserved bays, free visitor permits, etc, as happens in other much more congested areas (e.g. Hayes Town - Neild Rd, St Anselm's Rd, ...etc), although we still would very much be in favour of no parking scheme at all.
- A major source of concern is that the petitioners haven't discussed any issues directly with many of the other residents, for example we believe (from word of mouth communication with neighbours, but without official confirmation) that no. / Cedars Drive and no./ Attle Close may be amongst the petitioners or even lead petitioner(s) – however they have not talked with ourselves and at least one other owner in Attle Close beforehand even though we are immediate neighbours of theirs. Any petition where petitioners have not sufficiently involved immediate and close neighbours surely has questionable validity. In addition, the

...where petitioners have not sufficiently involved immediate and close neighbours and, has questionable validity, ...addition, the council could go on location to inspect the parking arrangements which each of the petitioners already have – we feel confident that the majority will be seen to have very generous existing facilities which many non-petitioners and other residents of the area and the borough as a whole could only dream of. Photographs of the parking situation across the Cedars Drive area over various times and days, could be included in any analysis, and be made available to all residents, before further discussion and a decision being made.

I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.

Bishops Close

Support.

Comments considered as part of this report. See paragraph 9.

I am writing to make you aware of my objection to proposed parking restrictions at Cedars Drive, Hillingdon. The arguments for this petition are very weak and I feel very strongly about the reference that objects to RAF service men and women parking in the area while playing cricket. It concerns me that the arguments 'for the parking restrictions' were not communicated in the letter sent to local residents notifying them of the 'Formal consultation of extending Zone HN1'. Would you agree it is impossible to make an argument against a petition for a parking scheme unless you know the argument made for it? The double yellow lines proposed for Bishops Close and Attle Close are way over the top. This is the third time parking restrictions have been proposed in the area - each time we have said we don't want them. However, having been presented with a fait en accompli in the parking plan proposal diagram I fear that this time responses may be influenced and residents may respond with approval with some restrictions rather than double yellow lines (the lesser of two evils). And this response would be due to a lack of clarity in the process. I have posted a response to the 'Why parking enforcement is needed' Petition below in **BOLD**

Why Parking Enforcement is needed:

- Cedars Drive is a narrow highway and parked vehicles make it difficult to enter/exit driveways

Cedars Drive is a similar width to other side roads in the area. What defines a narrow highway?

- Nearly every property has off street parking so the impact on residents is minimal

This should be stated as a reason why parking enforcement is NOT needed!

- During the week, a number of contractors park their vans/lorry on the road

This would be the owner of a window glazing company who lives at the south side of Cedars Drive. Are you aware that he now parks his van on his drive?

I am not aware of any other contractor parking their vans/lorries on Cedars Drive. If a person is renovating a property, then their contractor should be allowed to park outside. This would only ever be short term.

- One resident appears to be running a car import/export business from his property, and parks a number of vehicles on the highway

This is true and I would imagine that this has upset a number of residents in the immediate location on Cedars Drive. This person parks two Mercedes cars on Cedars Drive - they are never moved.

Object.
Comments considered in the body of the report.

Bishops Close

Displacement from Vine Land and Chetwynd Drive, which both have parking enforcement measures, is exacerbating the situation

More restrictions would only have a knock-on effect for other areas.

People who live far away park their vehicle on these roads, then catch the A10 bus to Heathrow to fly off on holiday for a week or two

How often do we think this actually happens? This sounds like a one off, if it ever happened at all.

Some local businesses/venues, such as the RAF Cricket Ground, tell their visitors/customers to park on Cedars Drive

Yes, and who would have a problem with our RAF servicemen and women parking at the bottom of Cedars Drive for two hours on a Wednesday afternoon.

This only happens during the cricket season, 2 months in the summer.

The argument for parking restrictions is weak. And NOT supported by the majority of residents in the affected area.

We have lived in Bishops Close for 16 years and there has never been an issue with parking. I am aware of a resident on Cedars Drive parking multiple Mercedes vehicles outside of other properties, perhaps this has caused the issue. But I would imagine that there is still plenty of room for other vehicles on the street.

On occasion, overnight visitors have parked in the narrow road leading into Bishops Close and have obstructed the bin lorry, BUT this is approximately 5 times in 16 years and not a matter of concern.

I fail to see how the Council representative or the Cabinet Member who visited the area between 9-5pm to view parking on the affected streets viewed a street with parking issues. I worry that this proposal is the result of only SOME residents on Cedars Drive becoming upset by the owner of the Mercedes cars.

We object strongly to double yellow lines within Bishops Close. And also the other parking restrictions in the area.

- Our fear is that if restrictions are actioned on Cedars Drive, then it's possible that more cars would park in Bishops Close (however as stated before, we are not aware of an overload of vehicles parking in Cedars Drive).

- Attle Close, Mills Close and Bishops Close are different sizes/shapes and should not be treated the same.

- Double yellow lines are excessive and not well thought through. Where would my elderly relatives park when they visit?

- The only place we need double yellow lines are on the corners of the roads/closes.

- DANGEROUS PARKING BAY. There is a parking bay outside 14 Chetwynd Drive that is in a dangerous position. The car parked there was recently damaged by a car turning into the drive. Please remove this space before it happens again.

- The new road markings, installed in the first phase are already wearing away. Not suitable or poorly installed.

- If these parking restrictions are forced upon us then please modify your plans to include two parking bays outside no.10/11 Bishops Close. There have always been space outside 10/11 for two vehicles and also facing no.14 (one vehicle).

Bishops Close. There have always been spaces between 20, 21 for two vehicles and also racing lines (one vehicle). It concerns me that the argument 'for the parking restrictions' was not communicated in the letter sent to local residents notifying them of the 'Formal consultation of extending Zone HN1'. I feel it's impossible to make an argument against a petition for a parking scheme unless you know the argument made for it. Residents within Bishops Close are not all aware of why the parking restriction extension is being petitioned for. Therefore, it is likely that you will receive replies from residents asking for single yellow lines rather than double yellow lines (the lesser of two evils). Had they known how weak the argument for further parking restrictions was I believe you would have a much stronger response against any further restrictions.

Bishops Close	We strongly agree with the email below and reject the proposal of double yellow lines on Bishops Close.	Object. Comments considered as part of this report. See paragraph 9.
Bishops Close	I reject the proposal in relation to Bishops Close.	Object. Comments considered as part of this report. See paragraph 9.

Bishops Close	<p>I was not aware that residents of Cedars Drive petitioned asking for an extension the parking management scheme but thank-you for making me aware of this matter. It is possible these residents asked for some control on Cedars Drive following lengthy construction on Vine lane which resulted in severe congestion due to irresponsible contractor parking; thankfully this congestion seems to have eased off recently.</p> <p>I am somewhat perplexed as to why Attle, Bishops and Mill close are being considered for double yellow lines throughout the whole close! Speaking specifically for Bishops Close, residents quite often have friends and family that park outside of No.11 and No.10 where there is ample safe and clear parking available for people who visit. Sometimes we residents need to shuffle cars around and also make use of that space.</p> <p>I can however completely understand the need for double yellow lines at the bends (on both sides of the road) entering Bishops Close only; this is from the perspective of both safety and ease to enter the road for both resident and any larger service vehicles that may also need to enter the close.</p> <p>Speaking for my parents too, (they will send an email to confirm this) and myself, if this scheme is in response to challenges with residents on Cedars Drive, whilst I understand and support double yellow line on both side of the road on bends entering Bishops Close only, I strongly oppose double yellow lines anywhere else on the close.</p> <p>In summary, I vehemently reject the proposal in relation to Bishops Close as stipulated in your drawing attached to the above reference letter (labelled under project for 'Hillingdon Hill Parking Management Scheme Extension Zone HN1 Monday to Friday 9am-5pm'). Furthermore these parking hours have absolutely no value to Bishops Close residents as double yellow lines would overrule any sensible support for us.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 9.</p>
Bishops Close	<p>As per my two neighbours responses below I also object to this unnecessary proposal as it brings no benefit to local residents in Bishops Close or to friends and family who may be visiting. It makes sense to manage parking at the entry junction from Cedars Drive into the close only.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 9.</p>
Bishops Close	<p>Further to my son's email, I have requested he respond on my behalf and I too reject the proposal for double yellow lines on Bishops Close in line with my son's response.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 9.</p>

Bishops Close	<ul style="list-style-type: none"> • We are rejecting implementation of 'double yellow lines' within Bishops Close • We would prefer: <ul style="list-style-type: none"> o Single yellow lines all round o Single yellow with 2 parking bays outside no 10/11 (restriction 9am-5pm) o Single yellow with restrictions from 11am-2pm <p>We are concerned that if Cedars drive gets the new parking restrictions and Bishops close is left open, that the overflow will come into Bishops Close.</p> <p>If no change in Cedars drive, then no change needed here in Bishops close.</p>	Object. Comments considered as part of this report. See paragraph 9 and 21.
Cedars Drive	<p>In relation to the scheme that is being proposed I do not object to it in principal, however I don't agree with the hours of 9am-5pm that are being proposed.</p> <p>I would like to suggest parking restrictions Monday - Friday 10am-12pm and 2pm - 4pm.</p> <p>These are restrictions which I have noticed have been imposed around various parts of Uxbridge which seem to work very well.</p> <p>They are also less prohibitive for genuine visitors of residents. Certainly in relation to the side of Cedars Drive where I reside, the parking issues are less problematic than the other side. It is my view that imposing the hours as suggested would still work to ensure there are no parking, congestion and traffic issues on cedars drive which is ultimately what residents are seeking.</p>	Comment. Comments considered as part of this report. See paragraph 21.
Cedars Drive	<p>I am in favour of the parking extension plans as proposed,</p> <p>However I wish to highlight one error / anomaly on the drawing you have supplied that covers the length of Cedars Drive . Its regarding the property 2 Cedars Drive regarding the quantity of the street to property crossover accesses.</p> <p>IE the Blue Crosshatches symbol.</p> <p>Your map indicates two for this property, but there is a double brick wall that restricts cars (RED crosshatches) from using the Easterly crossover as shown on the current map.</p> <p>Finally I am somewhat surprised that the inner bend on Cedars Drive opposite Bishop's Close has Permit Holder Bays allocated. I have, and other neighbour's have seen "Boy Racers" of many ages go through it when they cannot see what is oncoming around the bend.</p>	Support. Comments considered as part of this report. See paragraph 12 and 18. The Council is grateful for bringing this to attention, this has been corrected on the plan.

Cedars Drive	I agree with the suggested plan for the parking Scheme in Cedars Drive and other roads near by.	Support. Comments considered as part of this report. See paragraph 12.
Cedars Drive	Some residents have expressed concern that 'permit holder only bays' will cause traffic using my road at Cedars Drive. The highway code advises not to park on a bend and the map shows 2 permit holder bays which I consider to be a danger when it should be a yellow line.	Comment. Comments considered as part of this report. See paragraph 18.
Cedars Drive	I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.	Support. Comments considered as part of this report. See paragraph 12.
Cedars Drive	I have received the details of the proposed extension Zone HN1 . Can you please confirm is it is going ahead or if it is still up for debate . I think our road is fine and I can send you a few photos of the road during the day if you like and you can clearly see its fine. I do know a few people down the road have a problem regarding a certain person having too many cars, but this seems a little extreme just due to that. Are there other complaints / reasons. I do oppose the scheme . These three pictures were taken outside my house yesterday at approximately 11.30 am . As you can see there is no congestion at all .	Object. Comments considered as part of this report. See paragraph 13.
Cedars Drive	I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.	Object. Comments considered as part of this report. See paragraph 12.

Cedars Drive	<p>In summary, we are opposed to the scheme for the following reasons:</p> <ul style="list-style-type: none"> • The residents who currently park on the road usually do so between the junction of Chetwynd Drive/Cedars Drive down to 20 Cedars Drive. The locations of the proposed bays would not allow for parking in these spaces and so would result in more people parking further down Cedars Drive. • The location of the permit bays outside of number 12 and 10 will directly affect our ability to access our driveway. Our access is already difficult as we are on the bend of Cedars Drive. • Double yellow lines on Attle Close, Mills Close and Bishop's Close will inevitably mean those residents parking their cars on Cedars Drive which therefore results in less parking on the roads overall. • We rely on family members for childcare who look after our youngest son at our home and assist with school drop offs of our eldest son. The proposed restrictions will mean we will have to pay for them to have visitor permits which most of the time would be three permits as they stay overnight (e.g. arrive at our home on Sunday evening to look after our son on Monday. They then stay on Monday night to drop our eldest son to school on Tuesday). This would be an additional financial burden to the existing expensive childcare costs we have on other days when our youngest goes to nursery (cost of £100 per day) and our eldest goes to afterschool club (£17 per day). Whilst the visitor charge may seem minimal, over time it will become quite costly for us. The example given is just one scenario, we have family over to assist on other days as well. <p>We understand the concerns of some residents and the issues they face and so we are not opposed to no restriction. The main reason for some of the residents requesting parking restrictions was because of non-residents parking to get the bus to Heathrow. As this is the main concern, our preference would be to have restricted hours from 10-11 or 2-3 which still fixes the issue. We also support the idea of high sided vehicles not being able to park on Cedars Drive as those vehicles do cause access issues for emergency service vehicles.</p> <p>This topic is quite a sensitive one on Cedars Drive with a variety of views and so we would be grateful if our response will be kept confidential from other residents.</p>	<p>Object.</p> <p>Comments considered within the body of the report.</p>
Cedars Drive	<p>I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12.</p>

Cedars Drive	<p>Cedars Drive and Closes have no need for a Parking Management Scheme - It will ruin an aesthetically beautiful and mind calming road area as you walk down it, by turning it into an open aired Car Park.</p> <p>It will not change the so called obstructive parking, as this is mainly caused by someone running a small car business from their home and they will just buy permits to cover the situation.</p> <p>It will reduce the value of homes, as potential buyers will now see it as a restriction and it will give the impression of a busy road, which it is not.</p> <p>It will inhibit trades people doing such things as home improvements for people. Also, home help visitors will have difficulty or it will cause significant and unnecessary costs.</p> <p>This scheme has no benefit whatsoever.</p> <p>Please cancel this ineffective proposal!</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 13.</p>
Cedars Drive	<p>I have a few observations to the new scheme and would like them to be looked at.</p> <p>1/ The two parking bays adjacent to Numbers 6 and 8 are on a dangerous bend and would be more suitable to having double yellow lines.</p> <p>2/ The double yellow lines in the close's changed to single.</p> <p>3/ The scheme originally did not include Attle Close, Bishops Close and Mills Close and seems to be a late addition. Historically the residents of these close's have opposed the schemes and I would not want to see it rejected. Its the residents of Cedars Drive who have persisted for this scheme.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 8, 9, 12 and 18.</p>

Cedars Drive	<p>I am writing in response to the above communication we received recently. We will be significantly affected by this proposal. As in previous consultations we are opposed to the scheme for a number of reasons, as follows-</p> <ol style="list-style-type: none"> 1) Cost- both to the Borough introducing the scheme and residents paying for their parking permits and their visitors. 2) Practicality- we have disabled relatives whose options for parking nearby will be severely reduced as, particularly at weekends the bays are likely to be occupied by residents as demonstrated in surrounding road schemes, which already causes the over flow into the proposed scheme area. 3) Necessity - most of the parking issues recently are caused by over flow from adjacent parking scheme restrictions, building works displacing vehicles onto the carriageway and blocking it during loading/unloading and some residents apparently running businesses from their residences resulting in large numbers of additional vehicles being permanently parked on the road. <p>All of the above issues could be ameliorated by the simple introduction of a lunchtime parking restriction, say between 12:00 and 14:00 Mon- Fri to prevent long term working day parking. This would assist resident / visitor parking, prevent day time business parking and be substantially cheaper for both residents and the Borough at a time when local services budgets are under extreme pressure.</p> <p>We have seen this in operation in the Parkway near Court Park and it appears to work extremely well. We do not understand the logic of introducing anything more costly or resource intensive and disruptive.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 13 and 21.</p>
Cedars Drive	<p>The map for the proposed extension is very helpful. Could I merely suggest that there be no bays facing Chetwynd Drive, and rather that a double yellow line is placed there. As a driver and a cyclist I often find this turning potentially hazardous because the tall fir trees on the corner make visibility around the bend impossible. If a vehicle is parked between Attle Close and Chetwynd Drive I often have to take evasive action when a car is coming round the bend, and its particularly risky when I am on my bicycle.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12 and 17.</p>
Cedars Drive	<p>I fully agree to the proposed extension to the scheme.</p> <p>I use Dial-a-Ride and they find it very difficult parking due to cars often parked outside of my driveway. I expect this is because they know that I do not drive.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12.</p>

Cedars Drive	I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.	Support. Comments considered as part of this report. See paragraph 12.
Cedars Drive	I confirm I am in complete agreement to an extension of the above parking scheme and look forward to its implementation at the earliest opportunity. This is a narrow road and at times it is difficult driving in and out of the driveway due to the number of parked vehicles. I request no parking bay outside number 26 if possible.	Support. Comments considered as part of this report. See paragraph 12 and 19.
Cedars Drive	I would like to offer my full backing on the proposed parking management scheme for Cedars Drive in Hillingdon. I think it has been long overdue and will finally stop people from parking on our street whilst they go on holiday as well as some residents taking up all the spaces with excessive numbers of vehicles as well as car sale businesses parking vehicles on our residential road. It also causes issues with elderly travel services parking to let residents on and off vehicles as they have to block the road due to no spaces being available for them to pull into.	Support. Comments considered as part of this report. See paragraph 12.
Cedars Drive	I just wanted to email to say I am very happy with the proposed PMS for Cedars Drive in Hillingdon. I have no issues at all with the proposal or plans and it fully gets my backing. There is a lot of elderly residents on the street who are not IT literate when it comes to email correspondence, but they had also mentioned to me their support for this proposal and asked me to endorse the proposal on their behalf. Is this acceptable and if so do I need to name them in an email? I have asked them in the absence of being able to send an email to call with their support for the proposal, which many have said they will try to do this also.	Support. Comments considered as part of this report. See paragraph 12.

Cedars Drive	<p>We have received your letter regarding the Formal consultation on a proposed extension on Cedars Drive. We are strongly against this scheme.</p> <ol style="list-style-type: none"> 1. We would like the road as it is. 2. If council mark the parking bay opposite house no. 28. it is hard for us to take our cars in and out because the road is too narrow. 3. I have had a discussion with lots of residents on Cedars Drive who are not happy with this scheme. 4. The vote is too close in votes to take a decision that affects all residents on the road and we strongly disapprove. 	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 13 and 19.</p>
Cedars Drive	<p>I want to say from me and community Cedars Drive that we completely disagree with resident permit restrictions. All our houses got huge driveway and we never got any other cars except our. I have spoken to many residents and we never hear anything about it and never sign anything. We believe guy who organise this petition..... most of this signs he probably did by himself as no one never hear anything about it. Please stop all this case now. If you want you can send council employee to each house and ask for sign and you will be surprised as people don't want all this headache with restrictions. Please do investigations and you will understand that this petition fake and organise by one person who sold his house already and trying to leave some mess after him self. In today days life became so expensive and we don't looking for extra expenses. If needed we happy go to the court.</p> <p>Please make sure you will register my complaint against this parking scheme. So my main reason is this road not enough wide to do it. Second point I got every small entrance to my driveway which will make more difficult or in mostly time if car will park on front of my house I couldn't get to my driveway without damage tyre or alloys. Second point I want to do application to drop one or two kerbs (so parking bay in the front not possible). I had sleepless nights about it . Also I believe this restriction will decrease value of my house Bcz access to my driveway will be completely nightmare. If you want I can meet you personally and will show you what I mean. On the paperwork is maybe look ok but in reality is not. I booked appointment with local MP already. Also many many residents from our community absolutely unhappy. Guys life became now absolutely expensive and stressful and you just giving more stress. We not living any more we just surviving!!!. I repeat we got no probs at all on our street with parking..... and we never got any other cars except ours. Please please come to our street and I will let you drive in into my driveway my car you will understand what I mean.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 13.</p>

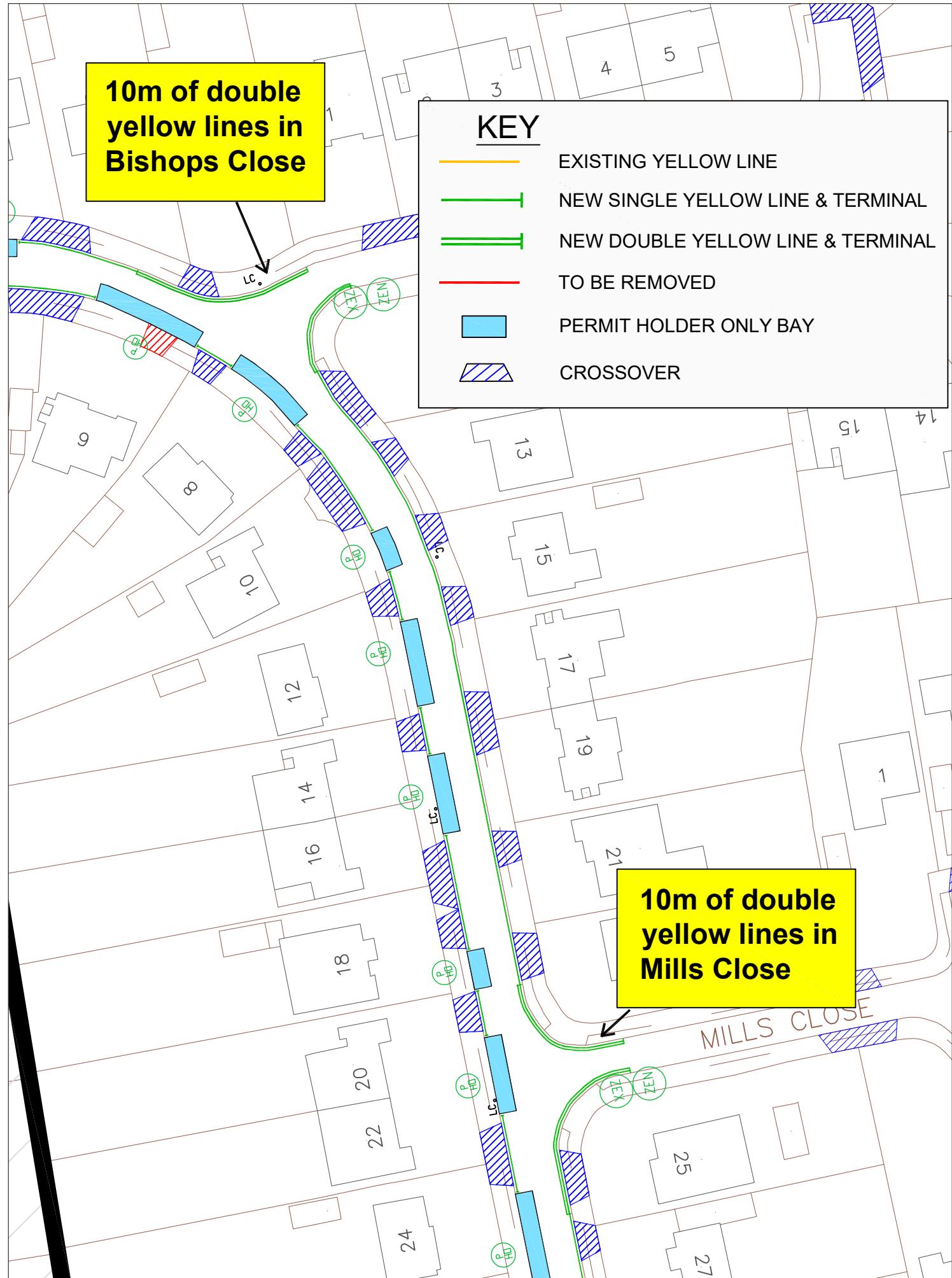
Cedars Drive	I agree with the proposal but also am in support of a 9am-1pm proposal permit parking scheme.	Support. Comments considered as part of this report. See paragraph 12 and 21.
Cedars Drive	I would like to offer my full support on this proposal.	Support. Comments considered as part of this report. See paragraph 12.
Cedars Drive	Further to your letter January 2024,I don't want 9am to 5pm,Monday to Friday parking restrictions on Cedars Drive. In my opinion council should consider 11 am to 12pm or 11am to 13.00 (Monday to Friday) I believe mid day parking restrictions will be accepted by more residents. If this is not possible then I don't want any parking restrictions on Cedars Drive.	Object. Comments considered as part of this report. See paragraph 13 and 21.

Cedars Drive	<p>Having looked over the proposed plans for permit parking on our road and seeing the marked bays. We contest to have a permit parking bay outside our home. We would appreciate it if you could reevaluate this.</p> <p>As it stands, everyone parks on the opposite side of the road, allowing a safe flow of traffic on our road.</p> <p>We are very unhappy that this has been proposed. And ask you to remove this one particular bay from the plans. If a bay is to be placed here, it will make leaving our drive to turn left hard. It will also make it hard for our elderly neighbours at No. / to reverse their car from their drive.</p> <p>We had our drop curb extended to allow us to be able to do this, this would have been a waste of money for us and council time should this particular bay be placed here.</p> <p>Please find attached a picture of the bay we would like to have removed from the plans along with photos and videos supporting this.</p> <p>We look forward to a written response to this matter before the consultation period is over.</p> <p>One of the videos below shows us trying to make the left turn with a car parked outside our house. We had to reverse the car to enable us to make the full turn.</p> <p>The other shows us unable to turn right into our drive therefore having to reverse the car in.</p>	<p>Object.</p> <p>Comments considered as part of this report. See paragraph 13 and 19.</p>
Cedars Drive	I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12.</p>
Cedars Drive	As a resident of Cedars Drive I agree with the proposal in the letter	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12.</p>
Cedars Drive	We support the parking scheme for Cedars Drive 9am-5pm. 2011 was first petition 13 years 3rd time lucky. Residents at Attle Close not happy with double lines would prefer single 9-5 family can park weekends. Permit bays outside 39-41 junction with Chetwynd Drive when car or van are parked there delivery trucks drive on the pavement to get around corner. (We have 3 houses empty and 1 renter in Cedars Drive petition 4 less 1-43).	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 9, 12 and 17.</p>

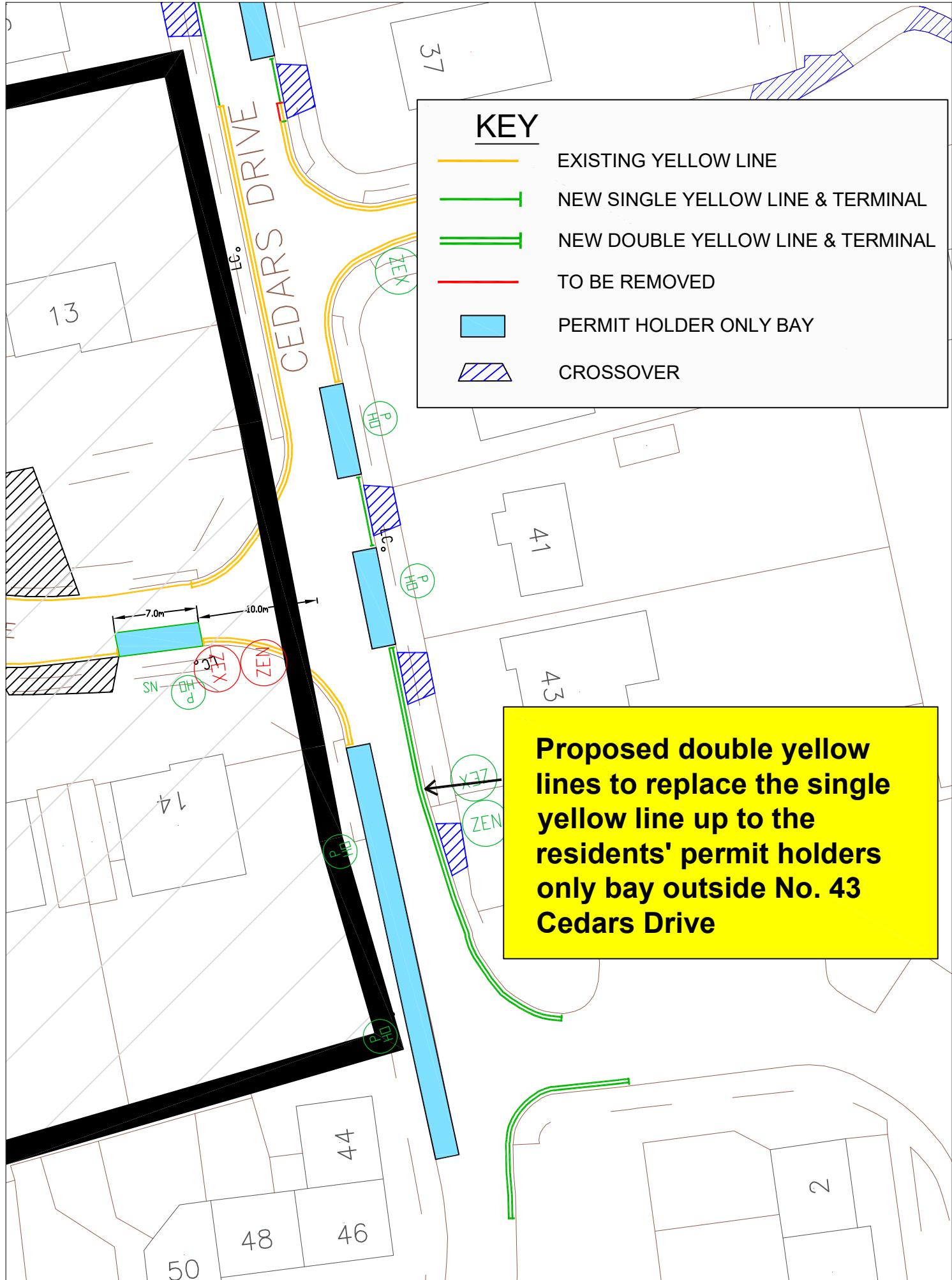
Cedars Drive	<p>I have closely looked at the plan and the location of my property. My first preference would be for double yellow lines. (possibly to join those from corner of Attle Close and Cedars Drive)</p> <p>Alternatively Single yellow line.</p> <p>I do NOT require parking space outside my property.</p> <p>The reason for my request is the junction between Chetwynd and Cedars Drive is so dangerous with traffic approaching from three directions.</p> <p>There have been accidents with vehicles bumping into parked vehicles.</p> <p>Parked vehicles outside my property cause obstruction to vehicles leaving and joining my property.</p> <p>People park in Cedars Drive and leave vehicles here, catch the bus to Heathrow for holidays or work.</p> <p>More young children are living in Cedars Drive now and there is great danger to them crossing the road.</p> <p>Commercial large vehicles frequently being parked, especially dangerous when at or near the junction with Chetwynd drive.</p> <p>I hope you will be able to resolve the Problems in Cedars Drive, with the Parking Management Scheme.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12 and 17.</p>
Cedars Drive	<p>We agree with the scheme as proposed. As we have two crossovers in front of our house, could you please make sure that you have double yellow lines between these crossovers (marked red in the attachment to this email) as people parking between these crossovers will make the road narrow.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12 and 16.</p>
Cedars Drive	<p>I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.</p>	<p>Support.</p> <p>Comments considered as part of this report. See paragraph 12.</p>
Mills Close	<p>We are writing to strongly object to the planning proposal to install double yellow lines on all of Mills Close. There does not appear to be an issue with parking on street outside of our properties. On entry to the road (as the road is narrow) sometimes there is an issue with getting access. Whilst we would be in agreement with double lines on entry to the road these ideally should stop on each bend. A suggested alternative would then be to have none or a single yellow line continue into the Close. We would value your thoughts on this matter.</p>	<p>Object.</p> <p>Considered as part of this report. See paragraph 9.</p>

Vine Lane	I write in reference to Cedars Drive PMS Ref: 7.36/AC. I would like to offer my full support of the proposed scheme.	Support. Considered as part of this report. See paragraph 8.
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Cedars Drive, Uxbridge - 'At Any Time' Waiting Restrictions at the junctions of Bishops Close and Mills Close with Cedars Drive

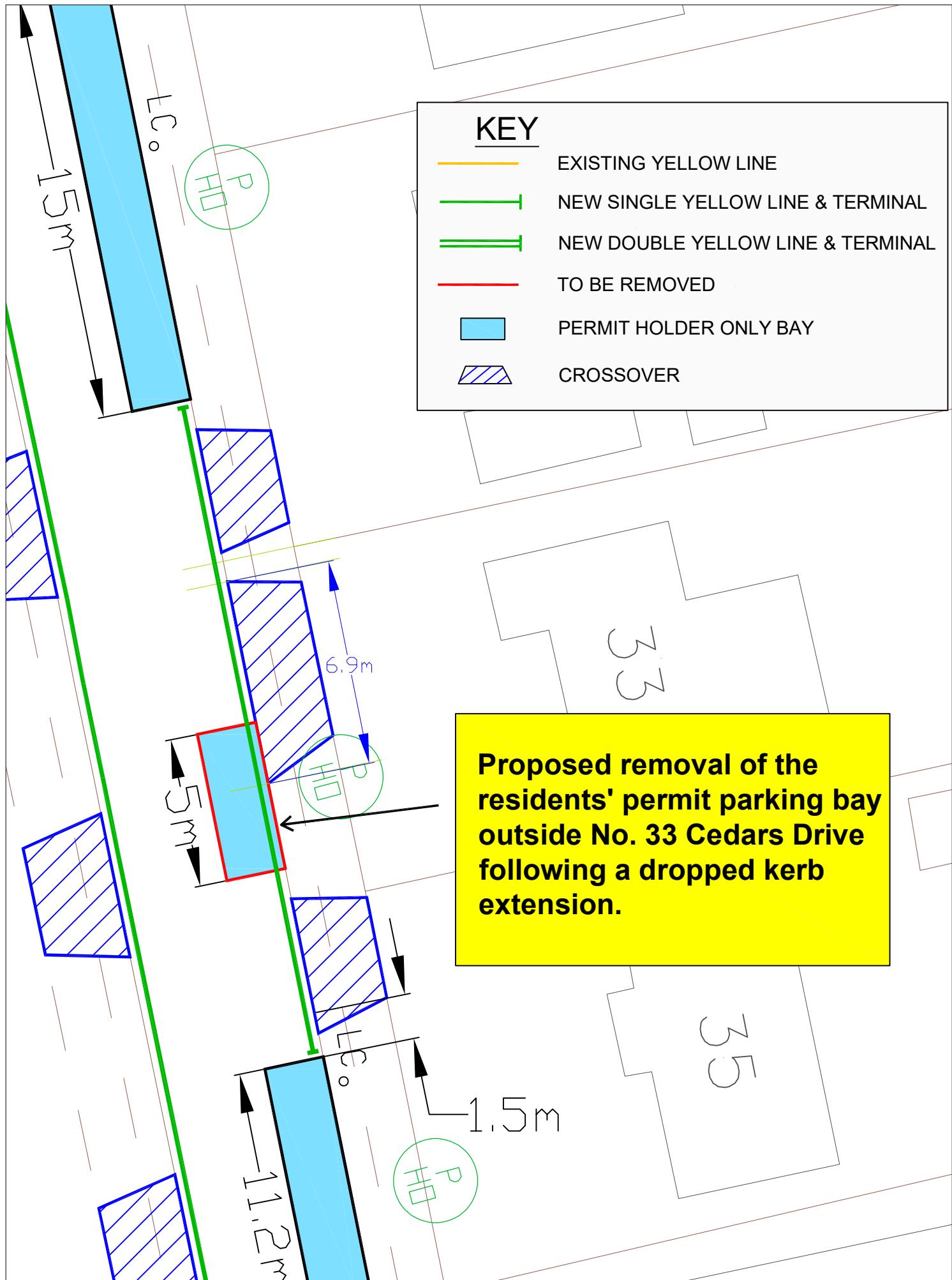


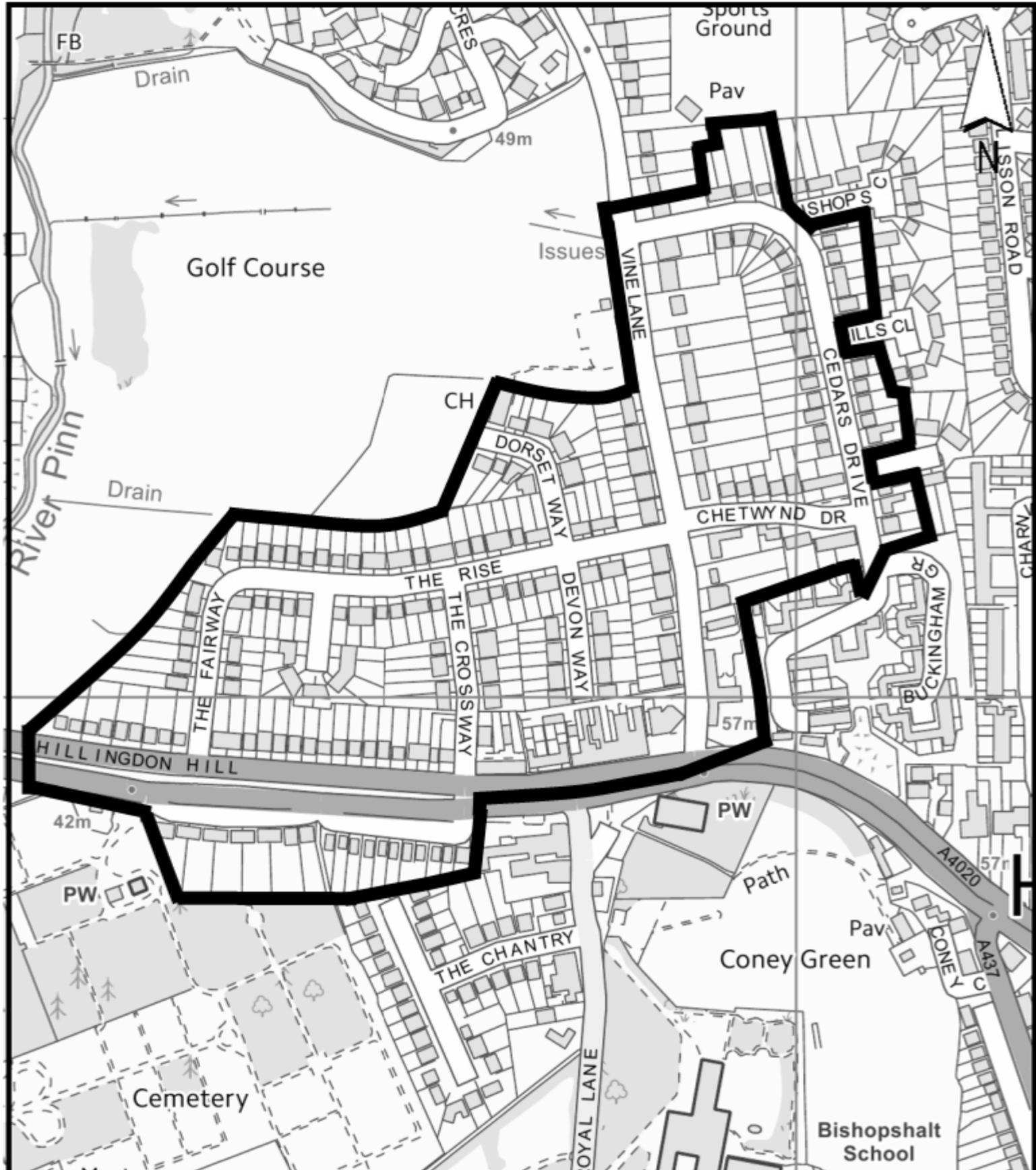
Cedars Drive, Uxbridge - Proposed extension to the double yellow lines outside No. 43 Cedars Drive



Cedars Drive, Uxbridge - Proposed removal of the residents' permit holders only bay outside No. 33

Appendix E





Hillingdon Hill Parking Management Scheme Zone HN1

Appendix F

April 2024

Scale 1:4,000



HILLINGDON
LONDON



Extent of the Hillingdon Hill Parking Management
Scheme Zone HN1