



Democratic Services

Location: Phase II
DDI: 01895 250636
CMD No: 1520

**To: COUNCILLOR STEVE TUCKWELL
CABINET MEMBER FOR PLANNING, HOUSING &
GROWTH**

c.c. All Members of the Corporate Resources & Infrastructure Select Committee
c.c. Dan Kennedy, Corporate Director of Residents Services
c.c. Gordon Hill, Residents Services Directorate
c.c. Ward Councillors for Hayes Town & Wood End

Date: 18 September 2025

Non-Key Decision request

Form D

Coldharbour Lane, Hayes – Resident Parking Scheme - Report on Informal Consultation on Extending Operational Times

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 Friday 26 September 2025** 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.

Naveed Ali
Democratic Services

Title of Report: Coldharbour Lane, Hayes – Resident Parking Scheme - Report on Informal Consultation on Extending Operational Times

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 Planning, Housing & Growth

Coldharbour Lane, Hayes – Resident Parking Scheme - Report on Informal Consultation on Extending Operational Times

Cabinet Member & Portfolio	Councillor Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
Responsible Officer	Dan Kennedy - Corporate Director Residents Services
Report Author & Directorate	Gordon Hill – Residents Services Directorate
Papers with report	Appendix A - Location Plan

HEADLINES

Summary	To inform the Cabinet Member of the results of an informal consultation on extending the operation times of the Resident Permit Parking Scheme in Coldharbour Lane, Hayes.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities This report supports our commitments to residents of: Safe and Strong Communities
Financial Cost	The estimated cost associated with the recommendations to this report is £1,500, to be managed within existing Transportation Services revenue budgets.
Select Committee	Corporate Resources & Infrastructure Committee
Ward(s)	Wood End/Hayes Town

RECOMMENDATIONS

That the Cabinet Member for Planning, Housing & Growth:

- 1) Notes the responses received during the informal consultation undertaken in the Coldharbour Lane on extending the operating times of the scheme; and**
- 2) Based on the views expressed during the informal consultation, instructs officers to formally consult upon extending the operational times of the existing scheme to include Saturdays, resulting in the new proposed operating times being Monday-Saturday, 9am-5pm.**

Reasons for recommendations

The recommendations reflect the majority of responses received to the consultation, with residents and the local Ward Councillors supporting the extension to the scheme.

Alternative options considered / risk management

The Council could decide to leave the current parking arrangements unchanged.

Democratic compliance / previous authority

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Previously, a petition with 22 signatures was submitted to the Council by some residents of Coldharbour Lane Hayes signed under the following heading:

“The petition is being put forward to make Coldharbour Lane Resident ‘Permit Parking’ Only.

There is a huge increase in parking issues. Residents are not able to park outside their properties.

This is due to parking meters in place at shops, pushing the problems to residential areas.

Due to car dealers parking vehicles for sale everywhere, these cars are parked for weeks taking up parking spaces. The college and the school traffic parking. The hotel residents using on street parking.

White vans and large vehicles park everywhere, which obstruct vision to main road, which makes using driveway impossible.

The commuters park and ride the bus stops into the airport or station.

All the above is inconsiderate to residents and the selling of cars is illegal.”

In an accompanying statement the lead petitioner has indicated that they would like to see the following:

“That appropriate action be taken immediately that Coldharbour Lane be made a residential parking permit area. That the parking issues we currently have be resolved. Coldharbour Lane, if possible, from East Holme to either Hesa Road or College Way

2. Coldharbour Lane is a main route serving the busy Hayes Town Centre shops, station, local businesses, and other local amenities. The road forms part of the 90, 140, E6 and N140 bus routes. Along Coldharbour Lane there is a mixture of residential and commercial properties as well as Uxbridge College, Hayes Campus. A plan of the area is attached as Appendix A.

3. At the time when the petition was first received, the current parking controls that existed on Coldharbour Lane were mainly focussed on the highway close to shops and businesses. From East Way heading northbound towards Uxbridge Road, there are in-set parking areas adjacent to the main carriageway that front the residential properties, many of which appear to benefit from off-street parking. These areas were unrestricted and given the proximity to the busy town centre and local amenities, they became an attractive place for non-residents to park.
4. Hayes Town Centre has undergone significant improvements to transform the area which included some changes to the parking arrangements, making the retail areas in particular more attractive to shoppers and visitors. The Council successfully secured £6m funding from Transport for London's 'Major Scheme Fund' to implement a series of improvements which included new paving, street lighting, opening Station Road to through traffic (including buses), planting semi-mature trees, more safe and convenient crossings, and the installation of the 'Gold Disc' canopy replacing the redundant bandstand.
5. The Cabinet Member reminded petitioners that notwithstanding the problems they have alluded to, there is generous off-street car parking within Hayes Town, the existence and ready accessibility of which does ensure that visitors to local shops and amenities in Hayes Town have a choice when it comes to parking when visiting the town centre.
6. Petitioners also made reference to reports of on-street trading including the sales of vehicles, and also larger vehicles including mini-buses being left in the area.
7. The Cabinet Member discussed with petitioners their request for "*Resident Permit Parking Only*" and asked officers to add the request to the future extensive parking scheme programme for further investigation and informal consultation. It was also suggested that ward councillors be asked for their views on a suitable consultation area; as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to unrestricted roads close by.
8. When this project was then picked up by officers it was felt that due to the proximity of the existing HY3 Scheme, at the junction of Coldharbour Lane and Uxbridge Road, that these proposals should be formulated as an extension to the existing scheme, from Hesa Road to East Holme, as shown in Appendix A. This proposal was shared with local ward councillors and no objections were received.
9. An informal consultation was prepared, and a letter and questionnaire sent to every property within the proposed extension of the parking scheme. A reply-paid return envelope was also supplied, and residents were given three weeks to respond.
10. The headline result of this consultation was that ten households indicated support for the proposals, whilst 25 indicated that they were against a proposed scheme. One additional negative response was also received but this was rendered void due to no address being supplied on the form.
11. One of the responses to the consultation pointed out that the original petition only covered a much smaller area of the highway than was consulted, even though this is understood (explained below), officers examined the responses more closely and noticed that within

that specific area, only five households indicated support for a scheme, whilst 11 wanted no change to the current system.

12. The idea was also raised that a scheme could be limited to just a single lay-by. The Council will only usually install resident parking schemes where there is support of residents. But there is also a requirement for a scheme to cover a 'zone' large enough that it does not have the effect of making part of the public highway effectively a 'private road', and that the 'restrictions' are not inadvertently overlooked by road users. A scheme covering one side of a road may not meet these legal obligations or Council policy.
13. At the petition hearing the petitioners were also concerned that cars and vans were being illegally sold on the public highway and Council notices were being ignored, and some vehicles that were being left had no tax or insurance. It was also reported that vans and large vehicles including mini-buses were being left causing visibility issues for residents who do have off-street parking.
14. It was understood that residents had also been in touch with the anti-social behaviour team in the past regarding the problem with trade tacking place on the public highway and that this had resulted in prosecutions.
15. The Council has no powers to deal with vehicles that are untaxed and/or uninsured and these vehicles should be reported to the DVLA and/or Police as they are the organisations with the powers to deal with them. Vehicles on the highway without MOTs should also be reported to the police.
16. Vehicles that are blocking access to legal dropped kerb kerbs can be reported to the Enforcement Hotline and the Council will endeavour to get a CEO on-site to ticket the offending vehicle. Regarding larger vehicles, the Council has powers, under the Greater London Council (General Powers) Act 1974, to take action against vehicles over 5 tonnes or buses (8 seats plus driver), that are left on the public highway overnight, from 6.30pm until 8am the following day, and these vehicles should also be reported to the Enforcement Hotline.
17. The results of this informal consultation were shared with local ward councillors along with a detailed breakdown of the responses. However, local ward councillors indicated that that they would like officers to develop a detailed scheme only in the layby on the eastern side of Coldharbour Lane outside Nos.149-171A Coldharbour Lane.
18. The Cabinet Member supported this, and a detailed proposal was drawn up for the layby outside Nos.149-171A Coldharbour Lane, operating Mon-Fri 9am-5pm.
19. During the previous 21-day statutory consultation, no objections were received but some responses requested that the scheme operating times should be extended to include Saturdays. This was discussed with local ward councillors and the Cabinet Member and it was agreed that the best course of action would be to install the scheme as soon as possible, and investigate extending the operating times at a later date rather than delay the implementation further.

20. Once the scheme had been in place for a period of about six months officers conducted an informal consultation with residents within the scheme.
21. A letter, questionnaire and reply-paid envelope was sent to every household in the scheme. Of the 13 letters sent, four responses were received, three supported the proposed change and one did not.
22. A couple of the comments pointed out that they do have problems parking on Saturdays were probably due to the fact that the Hayes Town Centre restrictions extend into Saturdays.
23. The results of this consultation were shared with local ward councillors who said that they support the residents request for the scheme times to be extended.
24. Therefore, based on the views expressed during this consultation, the comments received previously and the views of the local ward councillors it is recommended that the Council formally consults on the proposed changes.

Financial Implications

The estimated cost associated with the recommendations to this report is £1,500 and will be managed within existing revenue budgets for the Transportation Service subject to the usual approvals.

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the residents' request.

Consultation & Engagement carried out (or required)

Residents of within the consultation area were informally consulted.

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 has conducted an informal consultation into extending the operational hours of the of the resident permit parking scheme in Coldharbour Lane, Hayes and this report now recommends formal consultation.

The Road Traffic Regulation Act 1984 empowers the Council to introduce various road traffic measures, including implementing the proposed increase in operational hours of the resident

parking scheme in Coldharbour Lane, Hayes. The consultation and order-making statutory procedures to be followed are set out in Schedule 9 of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

If the decision is taken following formal consultation to make the proposed order, Part 5 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 exercising any of the powers under the Road Traffic Regulation Act 1984, section 122 of the 1984 Act requires the Council to consider its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve amenities of the areas through which the roads run;
- (c) the national air quality strategy;
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the Council to be relevant.

The Council's statutory duty must be balanced with the concerns raised by any objectors. Moreover, pursuant to established public law principles on consultation, namely fairness and adequacy, the decision maker, when coming to a decision on whether or not the proposal is to be progressed, must be satisfied that all consultation responses, including those that do not accord with the officer's recommendation, 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. In this instance, the consultation responses have informed the recommendation to progress the proposal to formal consultation.

It must be ensured that the proceeding formal consultation and any subsequent action taken is in accordance with the rules and requirements mentioned above.

Comments from other relevant service areas

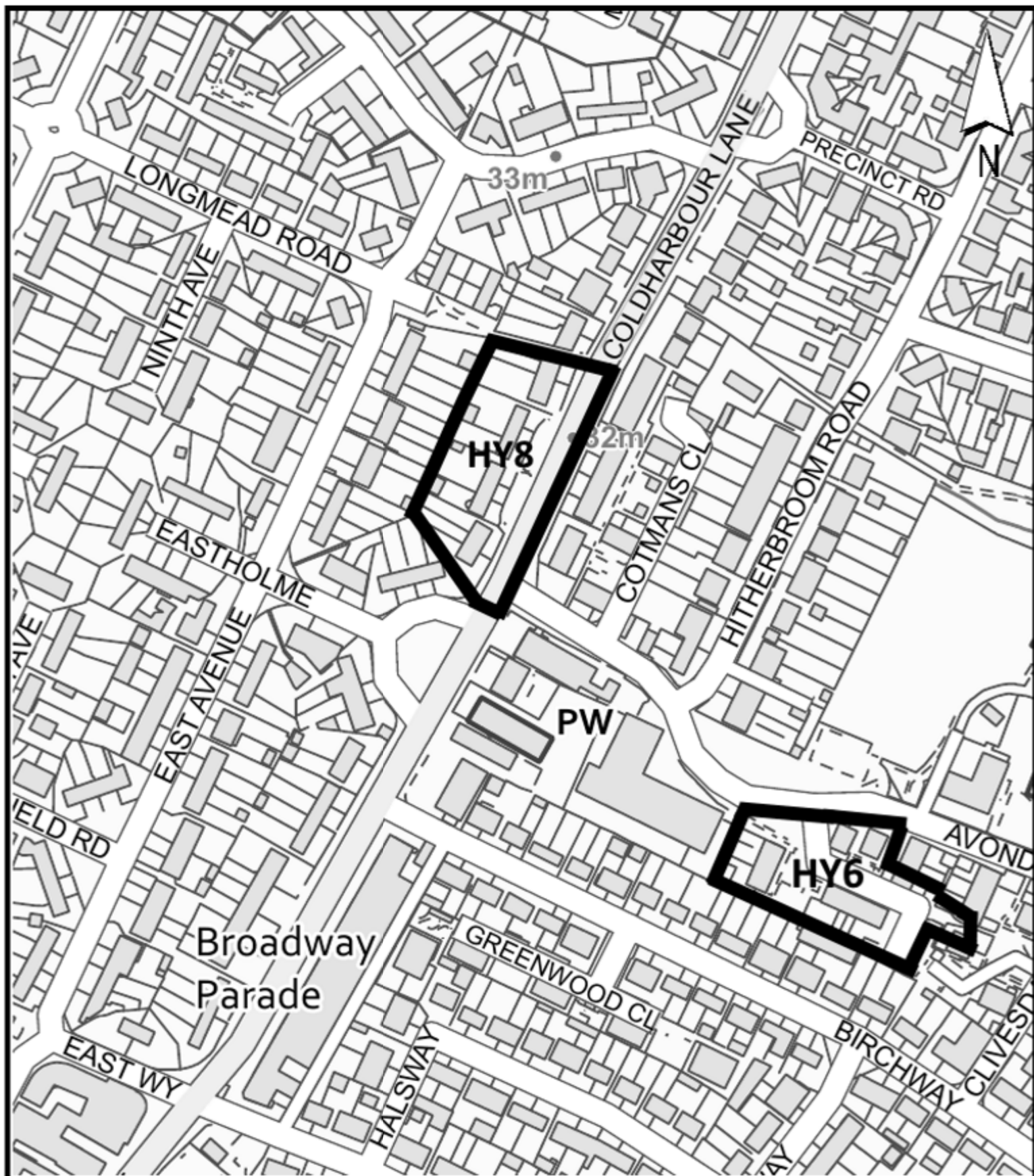
None at this stage.

BACKGROUND PAPERS

NIL.

TITLE OF ANY APPENDICES

Appendix A - Location plan



Hayes Parking Management Scheme Zone HY8
Nos. 149 to 171 Coldharbour Lane

Appendix A

May 2024

Scale 1:2,500

