



## Democratic Services

**Location:** Phase II  
**DDI:** 01895 277655  
**CMD No:** 2026/1811

**To: COUNCILLOR WAYNE BRIDGES  
CABINET MEMBER FOR RESIDENTS SERVICES**

c.c. All Members of the Residents' Services Select Committee  
c.c. Dan Kennedy, Corporate Director of Residents Services  
c.c. Kevin Urquhart, Residents Services

**Date:** 30 September 2026

## Non-Key Decision request

## Form D

### Objection to the proposed removal of a permit holder parking place in Oakdale Avenue, Northwood Hills

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 Thursday 8 October 2026** 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.

Anisha Teji  
Democratic Services

**Title of Report:** Objection to the proposed removal of a permit holder parking place in Oakdale Avenue, Northwood Hills

**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 Residents Services*

# Executive Decision Report

Cabinet Member

Tuesday, 30 September 2025



## Objection to the proposed removal of a permit holder parking place in Oakdale Avenue, Northwood Hills

**Cabinet Member Lead** Cabinet Member for Residents Services (Cllr Bridges)

**Chief Officer responsible** Corporate Director of Residents Services

**Report author** Kevin Urquhart

|                                  |                                             |
|----------------------------------|---------------------------------------------|
| Report classification and reason | <b>Public</b><br><b>For General Release</b> |
|----------------------------------|---------------------------------------------|

|                    |                     |
|--------------------|---------------------|
| Relevant Committee | Residents' Services |
|--------------------|---------------------|

|                |                 |
|----------------|-----------------|
| Electoral Ward | Northwood Hills |
|----------------|-----------------|

### 1. Executive Summary

This report seeks approval to amend parking arrangements in Oakdale Avenue, Northwood Hills, and to undertake further consultation on additional permit holder parking in nearby Ferndown. The recommendations are based on the outcome of a formal consultation and discussions with local Ward Councillors.

The Northwood Hills Parking Management Scheme was introduced in 2019 to protect residential parking from commuter and non-residential use. However, officers have identified that Oakdale Avenue, which is approximately six metres wide, is too narrow to safely accommodate permit holder parking on both sides of the carriageway. This has resulted in access difficulties for larger vehicles and could potentially impede emergency service access.

To address these concerns, the Council consulted on proposals to remove one Zone NWH permit holder parking place in Oakdale Avenue and extend the remaining parking area. Formal consultation took place between 10 June and 1 July 2026. Two objections were received from residents, both citing concerns about the loss of parking for residents and visitors in an area where parking demand is already high.

In response, officers reviewed nearby parking opportunities and identified scope to create a new 28.6-metre Zone NWH permit holder parking place in Ferndown, capable of accommodating up to five vehicles. This proposal would more than offset the parking loss in Oakdale Avenue and result in a net increase in permit holder parking provision within the area.

Ward Councillors support the Oakdale Avenue changes on road safety and access grounds and also support the proposed additional parking in Ferndown. It is therefore recommended that the Oakdale Avenue amendments proceed as planned and that formal consultation be undertaken

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on the proposed Ferndown parking bay. These measures will improve road safety and traffic flow while maintaining adequate parking provision for local residents.

## 2. Recommendation(s)

**That the Cabinet Member for Residents Services:**

- 1. Notes the responses received to the formal consultation for the proposed removal of a Zone NWH permit holder parking place in Oakdale Avenue, Northwood Hills;**
- 2. Approves the amendments within Oakdale Avenue, Northwood Hills as proposed and shown on Appendix A; and**
- 3. Following discussion with the local Ward Councillors, approves for formal consultation to be carried on proposals to introduce additional Zone NWH permit holder parking within Ferndown, Northwood Hills as shown on Appendix C.**

## 3. Reasons for decision

The decision is reflective of the responses received during the formal consultation and the views expressed by the local Ward Councillors.

## 4. Proposal

1. In 2019 the Council introduced the Northwood Hills Parking Management Scheme in roads near to Northwood Hills Underground Station to help prevent non-residential parking. This scheme incorporated Oakdale Avenue which is located behind the eastern side of the shopping parade on Joel Street. When the scheme was introduced parking places were installed on both sides of Oakdale Avenue to try and maximise the amount of kerbside parking for nearby residents including those living above the shopping parade.
2. Recently officers observed that vehicles have been struggling to gain access through Oakdale Avenue due to the narrow road width. As the road is only approximately 6 metres wide, it is not possible for parking to take place on both sides of the road without potentially causing an obstruction. Currently access for anything other than an average sized car is difficult, especially for emergency services vehicles.
3. To help prevent obstructive parking and to ensure the clear flow of traffic, officers recently developed proposals to remove one of the Zone NWH permit holder parking places in Oakdale Avenue, Northwood Hills. At the same time to try and offset some of the loss of parking, it was proposed to extend the length of the remaining permit holder parking place in Oakdale Avenue. A plan of the proposals which were approved in principle by the previous Cabinet Member are shown on Appendix A.
4. Following the above, formal consultation on these proposals was carried out between the 10<sup>th</sup> June to 1<sup>st</sup> July 2026. As part of the consultation abutting residential properties were delivered

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- a letter and plan of the proposals, as well as a public notice displayed on site and advertised within the Uxbridge Gazette and London Gazette newspapers during this period.
5. Attached as Appendix B to this report are copies of the responses that were received in response to the proposed amendments. Some minor redactions have been made to these comments to help protect the identities of the respondents.
  6. During the consultation two responses were received in opposition to the proposed changes from residents who live on Oakdale Avenue above the shops which front onto Joel Street. Both responses were in objection to the changes on the basis that they would result in a net loss of parking for residents and their visitors who are already finding it difficult to find a parking place close to where they live.
  7. To address the concerns relating to the overall loss of parking, officers have reviewed the parking arrangements in the vicinity of Oakdale Avenue to see if there is any further scope to extend or introduce additional permit holder parking to help increase the nearby parking provision for residents. Following investigation, it is possible to recommend that a section of single yellow line within Ferndown, just to the south Oakdale Avenue, is converted to create a 28.6 metre long Zone NWH parking place as shown on Appendix C. This should create parking for up to five vehicles which offsets the original loss of parking proposed in Oakdale Avenue. Therefore, in combination with the extension of the remaining parking place in Oakdale Avenue this should result in total net increase in permit holder parking for Zone NWH residents over the current arrangements.
  8. A suggestion made by one resident who replied to the formal consultation was for the Council to consider an extension to the operating times of the Zone NWH scheme to ensure parking spaces were available for residents for more of the time. In response, the Council would not generally extend the operating times of parking restrictions unless there is demonstratable support from the majority of residents who would be affected the most by such changes. Therefore, the Council would invite residents to petition the Council if they feel they would benefit from the scheme operating times to be more prescriptive within all or part of the Zone NWH scheme.
  9. Officers have discussed the responses to the formal consultation with the local Ward Councillors. Ward Councillors are sympathetic to concerns raised by the residents who have objected to the proposals. However, they continue to support the proposed measures in Oakdale Avenue which are intended to help improve access and road safety for residents. The suggested proposal to provide additional parking in Ferndown as shown on Appendix C should help provide more parking for residents and is therefore supported by the Ward Councillors, addressing the concerns raised by the residents who objected to the initial proposals.
  10. In summary, the Council has carried out formal consultation on proposals to remove some of the permit holder parking within Oakdale Avenue to help ensure clear access and promote road safety. In light of the concerns raised by the residents who have objected to the proposals and after considering the views of the local Ward Councillors, it is recommended that formal consultation is carried out on proposals to introduce additional permit holder parking within

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Ferndown which is within sight of current spaces within Oakdale Avenue. It is also recommended that the Council proceeds within the removal of one of the permit holder parking places within Oakdale Avenue and extension of the remaining space as proposed, to ensure clear access is maintained.

## 5. Corporate implications

|                                 |   |                              |  |
|---------------------------------|---|------------------------------|--|
| Financial (mandatory)           | Y | Equalities impact assessment |  |
| Legal (mandatory)               | Y | Workforce                    |  |
| Alternative options (mandatory) | Y | Public Health                |  |
| Risk management (mandatory)     | Y | External partners            |  |
| Asset                           |   | Communications               |  |
| Procurement                     |   | Committee comments           |  |
| Planning                        |   | Digital                      |  |
| Climate Change                  |   | Other                        |  |

### a) Financial

The estimated cost to introduce the changes within Oakdale Avenue as proposed is approximately £500 and will be managed within existing revenue budgets for the Transportation Service, subject to the spending review panel. As is usual practice the required notice to bring these restrictions into operation will be combined with other road safety and parking schemes across the Borough.

Formal consultation will be required to propose the recommended additional Zone NWH permit holder parking place within Ferndown. As is usual practice for parking and road safety related proposals, this will be combined within a notice shared with other proposals which have been approved by the Cabinet Member.

### b) Legal

The Road Traffic Regulation Act 1984 empowers the Council to introduce various road traffic measures. The Council's power to make amendments to the Northwood Hills Parking Management Scheme Zone NWH within parts of Oakdale Avenue and Ferndown, Northwood is set out in Part I of the Road Traffic Regulation Act 1984. The formal consultation and order-making statutory procedures to be followed before making use of the power 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. Any consultation must also meet the standard set by established common law principles in public law, namely fairness and adequacy.

Where a decision is taken to make an order introducing changes to road traffic measures, 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

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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.

Moreover, the Council has various statutory duties in relation to road safety, such as under section 39 of the Road Traffic Act 1988 and section 16 of the Traffic Management Act 2004, which are relevant when deciding on road traffic measures. To this end, the report states that the proposed measures will improve road safety and traffic flow while maintaining adequate parking provision for local residents.

Pursuant to established public law principles on consultation, the decision maker, when coming to a decision regarding the progress of the proposals to amend Northwood Hills Parking Management Scheme Zone NWH within parts of Oakdale Avenue and Ferndown, Northwood must be satisfied that all consultation responses, including those that do not accord with the officer's recommendation, were conscientiously taken into account. To this end, the appendices and content of the report should be referred to. This report explains that the consultation responses were taken into account before reaching the recommendations to amend the Parking Management Scheme within Oakdale Avenue, Northwood Hills (as shown in Appendix A) and to carry out formal consultation to introduce additional permit holder parking within Ferndown, Northwood Hills (as shown in Appendix C).

The Council must also be continuously mindful of its public sector equality duty under section 149 of the Equality Act 2010.

## c) Alternative options

| <i>Alternative Options</i>                                                                            | <i>Rationale for rejecting option</i>                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Option A – Continue to progress the initial proposal in Oakdale Avenue without any further amendments | This has been rejected because of the views expressed by residents who responded to the formal consultation are concerned with the resulting loss of parking for residents. |
| Do nothing                                                                                            | This has been rejected because of the concerns that the current parking arrangements within Oakdale Avenue could cause an obstruction to traffic.                           |

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## d) Risk management

| <i>Risk</i>                                                                                               | <i>Mitigation</i>                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The proposed additional parking place within Ferndown could receive objections during formal consultation | Should any objections be received to the formal consultation for proposed additional parking in Ferndown, these will need to be considered by way of a future Cabinet Member report before a final decision is made on whether to proceed, defer or amend the proposals. |

## e) Other implications

NIL.

## 6. Consultation & engagement

Formal consultation was carried out on proposals to remove one of the Zone NWH permit holder parking places in Oakdale Avenue, Northwood Hills. At the same time to try and offset some of the loss of parking, it was proposed to extend the length of the remaining permit holder parking place in Oakdale Avenue.

The consultation on these proposals was carried out between 10<sup>th</sup> June to 1<sup>st</sup> July 2026. Adjacent residents were delivered a letter and plan of the proposed amendments as well as a public notice placed on the adjacent signpost for the affected parking place. A plan of the proposals is attached as Appendix A to this report.

If the recommendations of this report are approved, further formal consultation will be required on the proposals to provide an additional Zone NWH parking place within Ferndown as shown on Appendix C of this report.

## 7. Timetable for implementation

Upon the recommendations of this report being approved subject to call-in, the Council will need to arrange for further formal consultation to be carried out on proposals to introduce an additional permit holder parking place within Ferndown. These notices of intent are usually published around every 2 to 4 months depending on how many proposals the Council has ready to consult upon.

The timings of implementing the changes within Oakdale Avenue will be dependent on the response that is received to the formal consultation for the changes within Ferndown.

## List of appendices attached

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Appendix A – Plan of proposals to remove a permit holder parking place and extend the remaining parking place within Oakdale Avenue, Northwood Hills

Appendix B – Responses received to the formal consultation

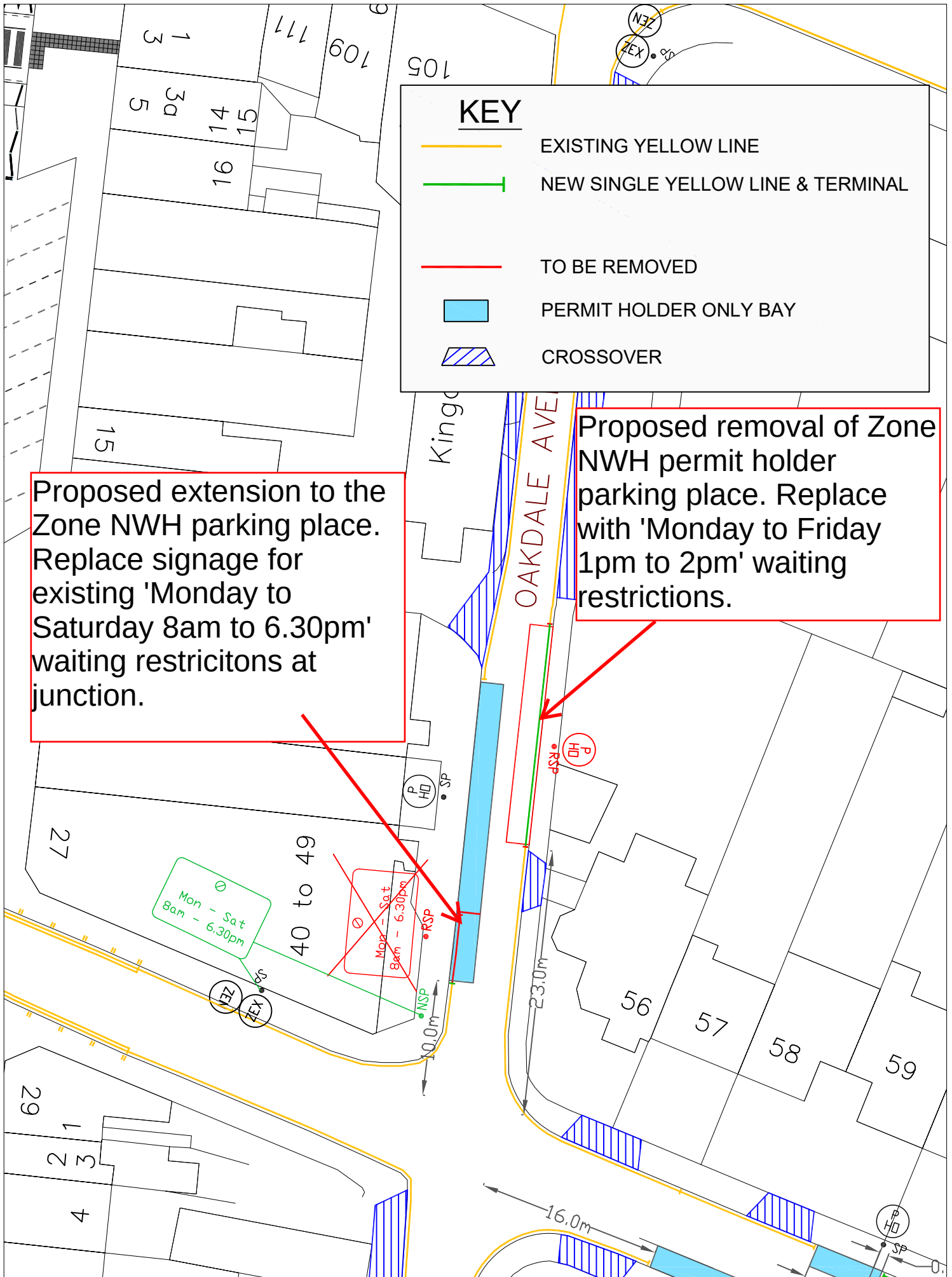
Appendix C – Plan of recommended proposals to provide an additional permit holder parking place with Ferndown

## List of Background Papers

Statutory notice of intent published 10 June 2026

# Oakdale Avenue, Northwood Hills

## Proposed amendments



# Appendix B

## Sht 1 of 2

### Responses to formal consultation for amendments to the Zone NWH parking places in Oakdale Avenue, Northwood Hills

#### **Response 1**

I am writing to formally submit a strong objection to the proposed parking changes on Oakdale Avenue as detailed in the Public Notice.

The proposal to remove existing permit holder parking on Oakdale Avenue near the junction with Briarwood Drive, in exchange for a meagre 6-meter extension elsewhere, is fundamentally flawed. By my assessment, the Council is removing approximately 21 meters of parking while only providing 6 meters in return, resulting in a significant net loss of capacity in an area already suffering from severe parking pressure.

#### **Financial and Practical Justification:**

The current resident parking permit scheme is financially unjustified. Residents are expected to pay for these permits, yet we receive no tangible benefit when the parking regulations are essentially useless. Paying for a permit that guarantees nothing—and which the Council is now actively reducing—is entirely unacceptable.

Furthermore, the existing "1:00 PM to 2:00 PM" permit restriction is not fit for purpose and provides no benefit to working families. It allows local shop workers to simply move their cars to Joel Street for one hour and then return them to the parking bays immediately after, effectively blocking residents for the entire day.

#### **Reasons for Objection:**

- **Chronic Congestion:** Oakdale Avenue already struggles to accommodate the 48 properties located here. The situation is exacerbated by daily traffic from the local tyre and MOT garage, which frequently uses the street for vehicles undergoing work, as well as traffic spikes from the Jehovah's Witness Kingdom Hall. Briarwood Drive is already at full capacity, leaving residents with nowhere to park.
- **Misplaced Priorities:** According to the "Statement of Reasons," the removal of this parking is intended to "ensure that clear access can be maintained" for refuse trucks and large vehicles. It is unacceptable that the Council is prioritizing the transit of refuse vehicles over the daily, essential needs of residents who are now being forced to park streets away from their own homes.
- **Community Impact:** It is disheartening to witness the decline of Northwood Hills over the last decade. These changes will only further degrade the quality of life for long-standing residents, including the elderly and disabled who rely on proximity to their homes.

#### **Proposed Solutions:**

- **Extend Restriction Times:** I strongly urge the Council to extend the permit parking restrictions until 6:00 PM. This would prevent local shop owners and visitors from monopolizing residential bays throughout the working day and would ensure that those who live here have a reasonable chance of parking near their own homes.
- **Utilize Ferndown:** Rather than reducing resident parking, I strongly suggest the Council investigate utilizing the area along Ferndown, directly opposite Oakdale Avenue. This appears to be underutilized space that could be converted to provide significant additional parking for local residents.

I urge the Council to reconsider these proposals and prioritize the residents who live in this area every day over the convenience of large vehicle access.

### **Responses to formal consultation for amendments to the Zone NWH parking places in Oakdale Avenue, Northwood Hills**

#### **Response 2**

I am writing to express my strong dissatisfaction with the decision to reduce the number of available resident parking spaces on our road.

As a resident, I pay for a parking permit with the reasonable expectation that there will be adequate parking available nearby. However, parking is already extremely limited, and finding a space is often a daily challenge. Reducing the number of spaces will only make an already difficult situation significantly worse.

It is both frustrating and unfair that residents continue to pay for permits while the availability of parking is being reduced. A parking permit does not guarantee a space, but it should at least provide a realistic opportunity to park within a reasonable distance of our homes. Instead, I frequently have to park at the other end of the road, which is highly inconvenient, particularly when carrying shopping or returning home late in the evening.

I fail to understand how reducing parking capacity benefits residents when demand already exceeds supply. This decision appears to disregard the needs of those who live here and contribute through permit fees.

I urge you to reconsider these proposed changes or, at the very least, provide a clear explanation of how the impact on residents has been assessed and what measures will be put in place to address the resulting shortage of parking.

I would appreciate a response outlining the reasons for this decision and whether any consultation with residents took place before these changes were proposed.

I look forward to your reply.

