



Democratic Services

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

c.c. All Members of the Property, Highways and
Transport Select Committee

c.c. Caroline Haywood – Place Directorate

c.c. Ward Councillors for West Drayton

Date: 12 March 2024

Non-Key Decision request

Form D

CHURCH ROAD, WEST DRAYTON - OBJECTION TO PROPOSED ZEBRA CROSSING AND REMOVAL OF SHARED USE/PAY AND DISPLAY PARKING BAYS.

Dear Cabinet Members,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 20 March 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.

Amy Helps
Senior Technical Support Officer

Title of Report: CHURCH ROAD, WEST DRAYTON - OBJECTION TO PROPOSED ZEBRA
CROSSING AND REMOVAL OF SHARED USE/PAY AND DISPLAY PARKING BAYS

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

CHURCH ROAD, WEST DRAYTON - OBJECTION TO PROPOSED ZEBRA CROSSING AND REMOVAL OF SHARED USE/PAY AND DISPLAY PARKING BAYS.

Cabinet Member(s)	Cllr Jonathon Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highway and Transport
Officer Contact(s)	Caroline Haywood, Transport & Projects
Papers with report	Appendices A - B

HEADLINES

Summary	To inform the Cabinet Member that objections have been received to the proposed zebra crossing and the removal of Shared Use/ Pay and Display parking bays on Church Road, West Drayton.
Putting our Residents First	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	There are no costs associated with the recommendations in this report
Relevant Select Committee	Property, Highways and Transport Select Committee
Relevant Ward(s)	West Drayton

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. **Considers the objections received from the statutory consultation for the proposed zebra crossing and removal of Shared Use/Pay and Display parking bays on Church Road, West Drayton.**
2. **Does not approve the introduction of the proposed zebra crossing and removal of parking on Church Road, as shown on Appendix B, but to keep the area under review.**

Reasons for recommendation

Following a petition requesting a zebra crossing to help pedestrians cross to the church and local park on Church Road, statutory consultation was undertaken. Taking into consideration the objections received during the consultation and the views of Ward Councillors, it is recommended to not proceed with the installation.

Alternative options considered / risk management

The Council could decide to proceed with the installation of the zebra crossing and remove the Shared Use/Pay and Display parking bay as advertised.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Church Road is a mainly residential road within West Drayton Ward. The road links Station Road with Swan Road and Mill Road which is one of the routes out of the borough. Church Road is part of West Drayton Parking Management Scheme and provides access to St Martins Church and a local park. A plan of the area is shown on Appendix A to this report.
2. The Council received a petition requesting a zebra crossing to help pedestrians cross to the church and local park on Church Road. As a consequence, a detailed site investigation was undertaken by Council officers.
3. Officers observed that there is a Shared Use/Pay and Display parking place outside the church which can accommodate approximately six cars. It was noted that there are many activities taking place at the church which could result in demand for a safe pedestrian crossing point. There are no other pedestrians crossing facilities in the immediate area.
4. As a result of the site observations, a proposal was developed to install a zebra crossing that would result in the removal of the parking place to maintain sight lines for pedestrians using the crossing. These proposals would maintain parking in the rest of the road and provide a crossing facility for pedestrians, but with the resulting loss of

approximately six spaces that could be for residents or visitors. The proposed zebra crossing is shown on the plan attached as Appendix B of this report.

5. The Cabinet Member agreed to take the proposal through the statutory 21-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period the Council received six objections and one email of support to the proposal.
6. The first objector stated *"That was a surprise to find all church parking would be suspended thus making any outreach work for older people difficult unless they are able bodied and good walkers. This is unfortunately not always the case especially for myself as I have arthritis and use a stick or a crutch now. I have been concentrating on wellness for older people, being one myself, and teaching flower arranging to church members and their friends which gets them out and about socialising and learning a new skill at the same time. I was just about to phone everyone after nearly two years of COVID to say classes will commence at the end of September when my attention was drawn to this issue. I am not registered disabled and so can't use the only space available. There are other classes run similarly for wellbeing and I think the tutor will be contacting you very soon. Funerals also take place in the week with some older people needing to park close to the church. Church services are now taking place again in the mornings between 9.30 and 10.00 and again not everyone is able to walk or has a partner to drop them off and pick them up again and they would like to drive themselves I know there is the issue of children crossing from school to go to church occasionally, but this has happened successfully so far by one teacher holding up the traffic whilst the other gets the children across the road. Could they have a sign to hold up like the Lollypop Lady used to have? This does not happen as regularly as the morning church services and if the weather is dreadful the vicar sometimes goes to the school. As I drive around Hillingdon I see this happen quite often with schools on two campuses. They don't usually have a zebra crossing unless the children are crossing multiple times a day. I don't see a lot of individual children dashing across the road in an ad hoc fashion, mostly they are with parents or riding their bikes in The Closes. The four spaces by the church are usually in use by people visiting the church or churchyard but the residents allowance on the opposite side from the church is usually empty as residents park on their own property or are out at work in the daytime. I would urge you to consider another path rather than take away the very little church parking that we have. Not all of us live just around the corner and may not in the future be able to visit the church during the daytime. What a shame this would be. Life is not so easy as you get older and a bit less physically able and we all like to keep going and not stay shut up in our homes."*
7. The second objector stated *"I am a member of the congregation at St Martin's Church, West Drayton and understand there are plans for the provision of a Traffic Light Crossing*

adjacent to the church and The Closes Park in Church Road. I am writing to ask that these plans are reviewed before implementation due to the changes proposed to the parking bays in front of the church. When the parking scheme came into effect and yellow lines were placed along Church Road users of the Church Hall had only a limited number of parking spaces to use that were close-by the Church during the daytime. The groups using the Hall, during the week, are mainly older residents who attend Morning Prayer, Coffee mornings, Flower arranging and, families attending funerals. Many of those attending the Groups are senior citizens, often restricted in opportunities to meet with others and will have limited ability to walk a distance. The present parking bays enable attendance at the groups. I understand that placing humps in Church Road does not meet the highway criteria. May I suggest marking the road with 20 mph signs and perhaps an illuminated sign for 20 mph instead of a crossing - or even a Camera - as this would slow the traffic that use this road as a short-cut to Station Road. Visits from school children at St Martin's School are not always weekly, especially during bad weather."

8. *The third objector stated "For some reason it has only just come to our attention and several members of the congregation have expressed concern at this proposal. I was also surprised as a new parking meter has recently been put in place and it would seem a complete waste of money if it is soon to be removed. When discussing this with others we are concerned that the already very limited parking outside the church would completely disappear. Apart from regular church services there are of course baptisms, weddings and funerals taking place. The church hall also hosts many community groups: flower arranging, exercise classes for older people, the WI, AA and a children's drama group among others. Some people attending these groups have limited mobility, also group leaders will be required to bring equipment to facilitate the group's activities and this would be difficult to carry over a longer distance, especially on a day like yesterday when it is pouring with rain. We are also concerned that in Church Road cars regularly break the speed limit and the crossing would be placed soon after a bend, a zebra crossing could give a false sense of security to those crossing. In our opinion speed humps to reduce the speed of traffic using the road would be a better solution. I understand that this crossing has been requested to enable children from St Martin's School to cross to the church more safely. This is an activity that only happens once a week at the most and only in term time. It seems that a great many people would be inconvenienced at all other times during the week for the perceived safer crossing for the children. I am sure that the children are attended by several teachers who could ensure that they cross the road safely."*
9. *The fourth objector started "I have only just seen the notice outside St Martins Parish Church on Church Road, West Drayton requesting comments on proposed zebra crossing. I have been attending St Martins Parish Church for over 30 years and I do not feel a zebra crossing outside is a good idea for the following reasons. The cars speed up*

and down this road and I feel that the crossing positioned between the two bends is not safe. The public crossing will feel they are safe crossing when in fact they are not. Parking down Church Road is very limited now there is a parking scheme in place weekdays. Sunday worship is not affected by the scheme so there is some parking available. If a zebra crossing was to be put in this would reduce the available parking spaces. The church has several clubs that use the hall and some of these are elderly or need to carry items from their cars to the hall, so parking is required to be as close to the church as possible. I would appreciate it if you would consider the reasons, I have given against the installation of a zebra crossing on Church Road outside St Martins Parish Church.”

- 10. The fifth objector stated “Would you please reconsider this, as a lot of the congregation of St Martins Church are elderly and have a limited ability to walk distances and depend of the parking meter and parking spaces to enable them to attend Church and other functions run by the Church such as Flower Arranging classes, Zumba exercise classes, Coffee mornings, Morning Prayer and W.I. As it must have cost a considerable amount of money to install the Parking Meter and Parking spaces, this seems to be a complete waste of our money to now remove what is working perfectly well. Perhaps making Church Road a 20 mph could be a consideration.”*
- 11. The sixth objector stated “I totally object to the zebra. Crossing in front of my house. we have a in and out drive and two dropped curbs on our property putting a zebra crossing between two dropped curbs is totally ridiculously this would cause a huge inconvenience to myself and family. We shall wait for a reply from Hillingdon council.*
- 12. The supporter stated “As [Identity redacted] a local resident, I am writing to say I am still in favour of this Zebra Crossing. Of course, parking is always an issue, but it seems to me that the priority must be the safety of the many people of all ages who frequently cross the road at this point. Could I please ask you to fix a permanent notice on the entrance railings to The Closes directing people to the car park off Church Close? There was a temporary one at one point, which was very helpful. With thanks for what you do to help keep the community safe on our roads.*
- 13. The proposal plans were clearly displayed on the street, and people had plenty of opportunity at the time to send in their comments to the council. As far as I can tell the majority remain in favour of the Zebra crossing going ahead, the feeling being that road safety/possibly saving a life or serious injury, must have priority over any parking inconvenience. [Name redacted], one of our church wardens, feels particularly strongly about this, as her [relation redacted] was knocked down outside the library and now has a lifelong and life changing brain injury. There is concern not only for children, but the many disabled and elderly frail that cross the road. Funeral and wedding cars have*

always pulled up outside the church gates, and people can continue to be dropped off there if they find walking difficult. We have always allowed people to unload at the church gates, e.g., if having a family party in the hall. People are sensible and reasonable and realise that in a residential area parking will be limited and plan accordingly. It is not really any worse than say St Matthews Yiewsley where most people have to park at Wilkos, and definitely better than St Laurence, Cowley! A permanent Council sign on the opposite park railings telling people about the car park in Church Close would certainly be helpful.”

14. The local Ward Councillors have been consulted and have requested for the area to be reviewed to see if there is scope to retain any of the parking bay and still provide the zebra crossing and alternatively, to see if there is any space to install parking in other parts of the road in order to maintain the balance.
15. This option was investigated, however there are no opportunities to provide additional parking nearby.
16. The Council has commissioned an independent Stage 1 & 2 road safety audit which has stated it is not safe to allow parking within the controlled zig-zag area and that this area should be maintained at the maximum eight zig-zags to provide maximum safety for pedestrians using the crossing. This means that it is not feasible to shorten the zig-zags and allow parking without compromising safety for pedestrians using the zebra crossing. The parking would need to be removed to facilitate the installation of the zebra crossing as outlined above.
17. After careful consideration of comments received from the statutory consultation, officer advice and the views of the local Ward Councillors, it is recommended that the Cabinet Member agrees not to proceed with the proposed zebra crossing and removal of parking in Church Road as shown in Appendix B to this report but keep the area under review.

Financial Implications

There are no costs associated with the recommendations to this report.

RESIDENT BENEFIT & CONSULTATION

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

There will be no changes to the existing parking arrangements in the road.

Consultation carried out or required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been 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

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

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

Infrastructure / Asset Management

There are no property implications resulting from the recommendations set out in this report.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

- Traffic order
- Objection and support emails

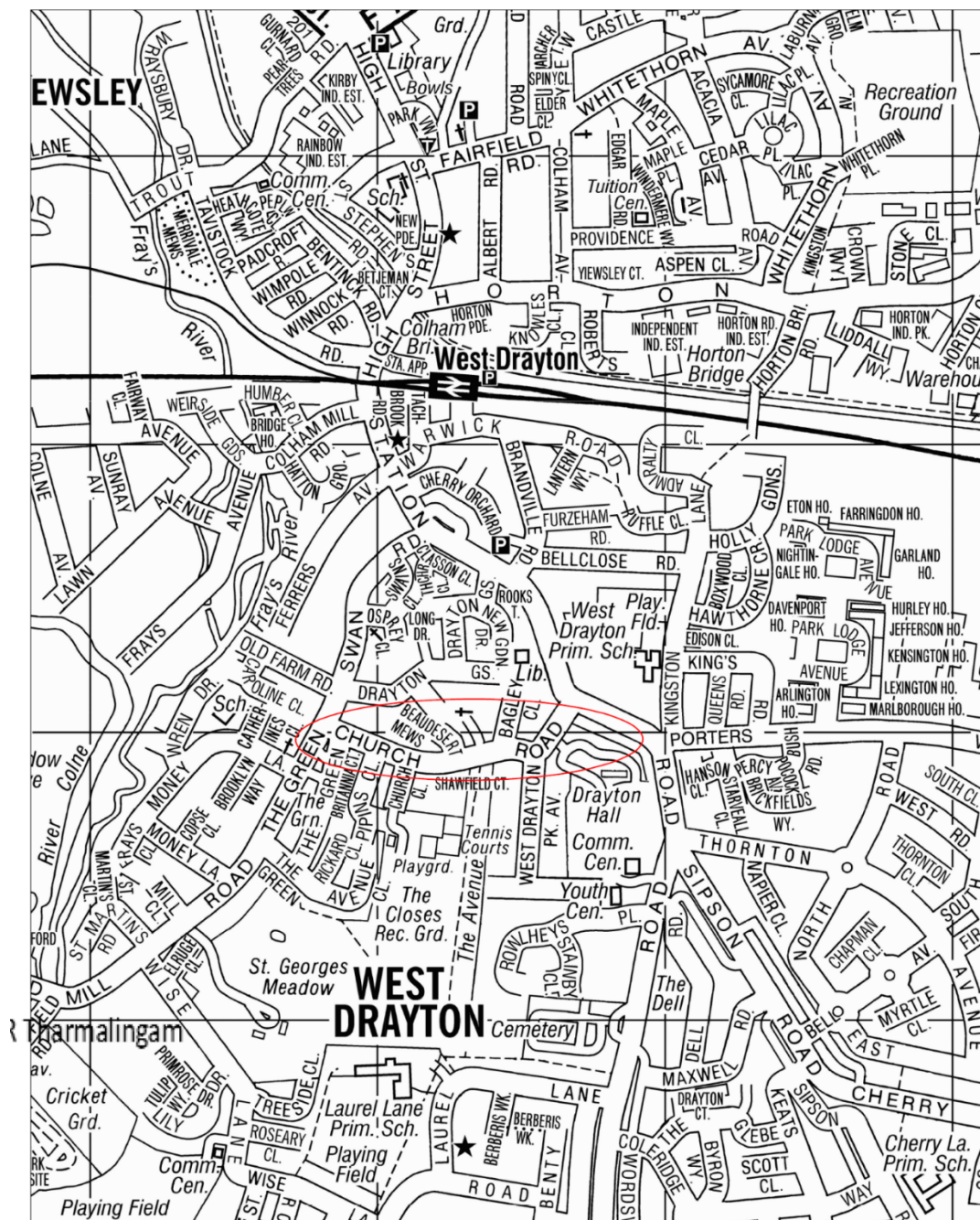
TITLE OF ANY APPENDICES

Appendix A - location plan

Appendix B - plan of proposal

Appendix A - location plan

APPENDIX A



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Church Road, West Drayton

Appendix B - plan of proposal

