



Democratic Services

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**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
& TRANSPORT**

c.c. All Members of the Corporate Resources &
Infrastructure Select Committee
c.c. Gordon Hill – Place Directorate
c.c. Karrie Whelan – Corporate Director of Place
c.c. Ward Councillors for West Drayton

Date: 22 August 2024

Non-Key Decision request

Form D

NORTH ROAD, WEST DRAYTON - PARKING MANAGEMENT SCHEME - REPORT ON INFORMAL CONSULTATION

Dear Cabinet Members,

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

You should take a decision **on or after Monday 2 September 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.

Anisha Teji
Democratic Services

Title of Report: North Road, West Drayton – Parking Management Scheme – Report On
Informal Consultation

Decision made:

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

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

Signed Date.....

Cabinet Member for Property, Highways & Transport

NORTH ROAD, WEST DRAYTON - PARKING MANAGEMENT SCHEME - REPORT ON INFORMAL CONSULTATION

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Gordon Hill – Place Directorate
Papers with report	Appendix A – Map Appendix B – Results from informal consultation Appendix C – Summary of responses

HEADLINES

Summary	To inform the Cabinet Member of the results of an informal consultation undertaken in North Road, West Drayton.
Putting our Residents First	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 £2,000, to be managed within Transportation Service revenue budgets.
Relevant Select Committee	Corporate Resources & Infrastructure
Relevant Ward	West Drayton

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) **Notes the responses received to the informal consultation for the possible introduction of a Parking Management Scheme in North Road, West Drayton; and**
- 2) **Instructs officers to prepare a detailed design for a parking scheme in the northern half of North Road only (between Porters Way and Thornton Avenue); and**
- 3) **Approves statutory consultation to be carried out on the proposed extension of the West Drayton Zone WD1 Parking Management Scheme in North Road (part).**

Reasons for recommendations

The recommendation reflects the majority of responses received to the consultation with residents and following discussion with the local Ward Councillors.

Alternative options considered / risk management

The Council could have decided to leave the current parking arrangements unchanged at this present time.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with fifty signatures of residents from North Road, West Drayton, was submitted to the Council under the following heading:

“Parking pressure, desired outcome is for a residents’ parking scheme. A further issue is speeding so speed bumps needed to slow traffic.”

2. North Road is a mainly residential road with many of the properties appearing to have access to off-street parking provision. The width of the carriageway is approximately 5.7 metres, and it is bounded on both sides by a wide footway averaging around three metres in width. Although many properties appear to benefit from off-street parking, from officers’ site observations, the road appeared to be heavily parked. Following a petition submitted by residents, in August 2002 the Council suspended the enforcement of footway parking which allowed vehicles to park with two wheels on the footway to increase parking capacity in the area and to still maintain access for emergency and refuse vehicles. A location plan is attached as Appendix A.
3. During a site visit made by officers it was noted that cars were observed to be parked on both sides of North Road, in a manner which often acts as an unintended traffic calming measure.
4. Petitioners requested that the Council consider two issues, firstly a residents’ permit parking scheme and to complement this, traffic calming measures, so it may be useful to deal with these in the order they were raised.

PREVIOUS PARKING CONSULTATIONS

5. Residents advised of “*parking pressure*” in North Road and the Cabinet Member was informed that in February 2009, the Council undertook an area-wide informal consultation which included North Road. At the time, only eight residents of North Road took the opportunity to return their questionnaires. Of these, six indicated they wished the existing parking arrangements to remain as they were and just two indicated support for a Parking Management Scheme. The results were shared with ward councillors and the Cabinet Member at the time who decided that due to the lack of support, a scheme should not be progressed for North Road.
6. In September 2011, a petition with 25 signatures was submitted by residents of North Road asking for measures to address non-residential parking associated with a nearby development. As a result, and as part of a review of parking in the area, residents of North

Road were again informally consulted on options to manage parking in the road. Again, the response rate to this consultation could be considered disappointing. On this occasion, nine residents returned their questionnaires, with six indicating they wanted 'no change'; one supporting yellow lines and two advising that they would support a residents' parking scheme. The results were again shared with ward councillors and the Cabinet Member who agreed there was still no mandate from residents to introduce a parking scheme in North Road.

7. However, as some time has elapsed since residents were consulted, as there have been changes in the local area including the introduction of the new Elizabeth Line services, and in view of the submission of this petition, it was suggested that the Cabinet Member listen to residents' concerns over parking and subject to their testimony, decides whether to add the request to the Council's extensive parking scheme for a further informal consultation.

TRAFFIC CALMING

8. The second concern raised in the petition relates to vehicle speeds and a request for '*speed bumps*'. Whilst some forms of traffic calming have been introduced widely, including so-called '*speed tables*', it was pointed out to petitioners that:
 - a. such features can sometimes have the unintended effect of increasing noise from passing traffic, notably skip lorries and similar commercial vehicles which may carry loose loads, and
 - b. horizontal traffic calming such as chicanes and similar measures are seldom suitable for a residential road; they can cause problems such as loss of parking, visual intrusion and are less effective at actually reducing the speeds of cars and vans in particular.
9. North Road does not have a known poor road traffic collision record; indeed, officers interrogated the Police Road Traffic Collision data for North Road and established that there had been two road traffic collisions, recorded by the Police, for the most recent five years for which data is available, both classed as 'slight'. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time this independent road traffic collision data from the Police is a very important tool to help the Council prioritise interventions across the Borough, when there are always competing requests.
10. The Cabinet Member was made aware of 24/7 speed and traffic surveys undertaken at two locations on North Road in October 2022, following a petition that he heard the previous month.
11. The data captured at a location to the south of West Road revealed the 85th percentile northbound was 28 mph and southbound it was 28 mph. The north and southbound 85th percentile just to the south of Thornton Road was also 28 mph in both directions. The 85th percentile is the speed at or below 85% of all vehicles are observed to travel. It is a nationally recognised method of assessing traffic speeds as it effectively refers to the majority of traffic movements. Such speeds of the order of 28mph, and thus within the posted speed limit, are not considered excessive.
12. Residents were clearly concerned at perceived vehicle speeds in their section of road. In light of the testimony made by residents, not only in the petition, but also during the meeting, the Cabinet Member instructed officers to commission further independent 24/7 speed and traffic surveys on North Road at locations agreed with petitioners and Ward Councillors.

13. These speed surveys were undertaken earlier this year and reported to the Cabinet Member in April 2024. The speed data obtained showed that the majority of vehicles are travelling at or below the speed limit, and no further action was recommended.

This chart shows that the 85% speeds in North Road are between 27 and 28mph.

South of Thornton Avenue	Total Vehicles	30–35 mph	35–40 mph	40–45 mph	45–50 mph	50–55 mph	55–100 mph	85th% mph
Northbound	9,743	446	76	8	12	0	2	27
Southbound	11,845	742	175	30	6	3	2	28
South of West Road	Total Vehicles	30–35 mph	35–40 mph	40–45 mph	45–50 mph	50–55 mph	55–100 mph	85th% mph
Northbound	13,421	626	154	37	14	4	2	27
Southbound	13,931	837	211	58	12	3	4	28

14. This speed data is only included in this report for information and had no impact of the consultation on resident parking.

RECENT INFORMAL CONSULTATION

15. A 21-day informal consultation to ascertain the views of local residents was undertaken where a letter, questionnaire and reply-paid envelope were sent to every property on North Road.
16. Of the 106 letters delivered, 42 were returned giving a 40% response rate. Of the responses, 22 did support a scheme in North Road whilst 20 did not. However, a closer look at the figures shows a very different response dependent on which part of North Road that the residents were from.
17. As can be seen from the table in Appendix B, north of the junction with Thornton Avenue a scheme is supported at almost five to one, whilst south of the junction the numbers are reversed with four to one not supporting a scheme.
18. Residents supporting a scheme also indicated that they would favour operating times of 9am-10pm (21 vs. 9 for 10am-3pm) and every day (20 vs. 10 for Mon-Fri). These times are the same as the existing scheme on Porters Way and it is therefore recommended that any subsequent scheme be an extension of that scheme.
19. A copy of the comments received from residents has been included in Appendix C of this report. Most of the comments against the scheme related to either a scheme not being required or the cost of permits.

20. The comments regarding no scheme being required came from the southern end of North Road rather than the northern end where residents reported issues with parking that they associated with the private developments on Porters Way.
21. The need to pay for permits and the cost of the permits was raised by people in each section of North Road, but resident permit prices are formally adopted boroughwide at Full Council and are beyond the scope of this report.
22. The issue of speed also came up during the consultation and although this subject has been considered recently, it may need to be revisited should a scheme be implemented in the future.
23. A detailed breakdown of these results was shared with local ward councillors who indicated that they felt that only the northern part of North Road should proceed to formal consultation.
24. It is therefore recommended that the Cabinet Member instruct officers to prepare a detailed design for a scheme for formal consultation at the earliest opportunity.

Financial Implications

The estimated cost associated with the recommendations to this report is £2,000. Spend will be managed within existing revenue budgets for the Transportation Service. If a scheme is subsequently approved for implementation, the costs will be eligible for capitalisation 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

The recommendations of this report will enable the Council to progress proposals to the next stage of formal consultation on proposals to introduce a Parking Management Scheme in North Road (part), West Drayton.

Consultation carried out or required

None at this stage.

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 confirms that there are no specific legal implications arising from the recommendations in this report.

Whenever necessary specific legal advice will be provided when the need arises.

Infrastructure/ Asset Management

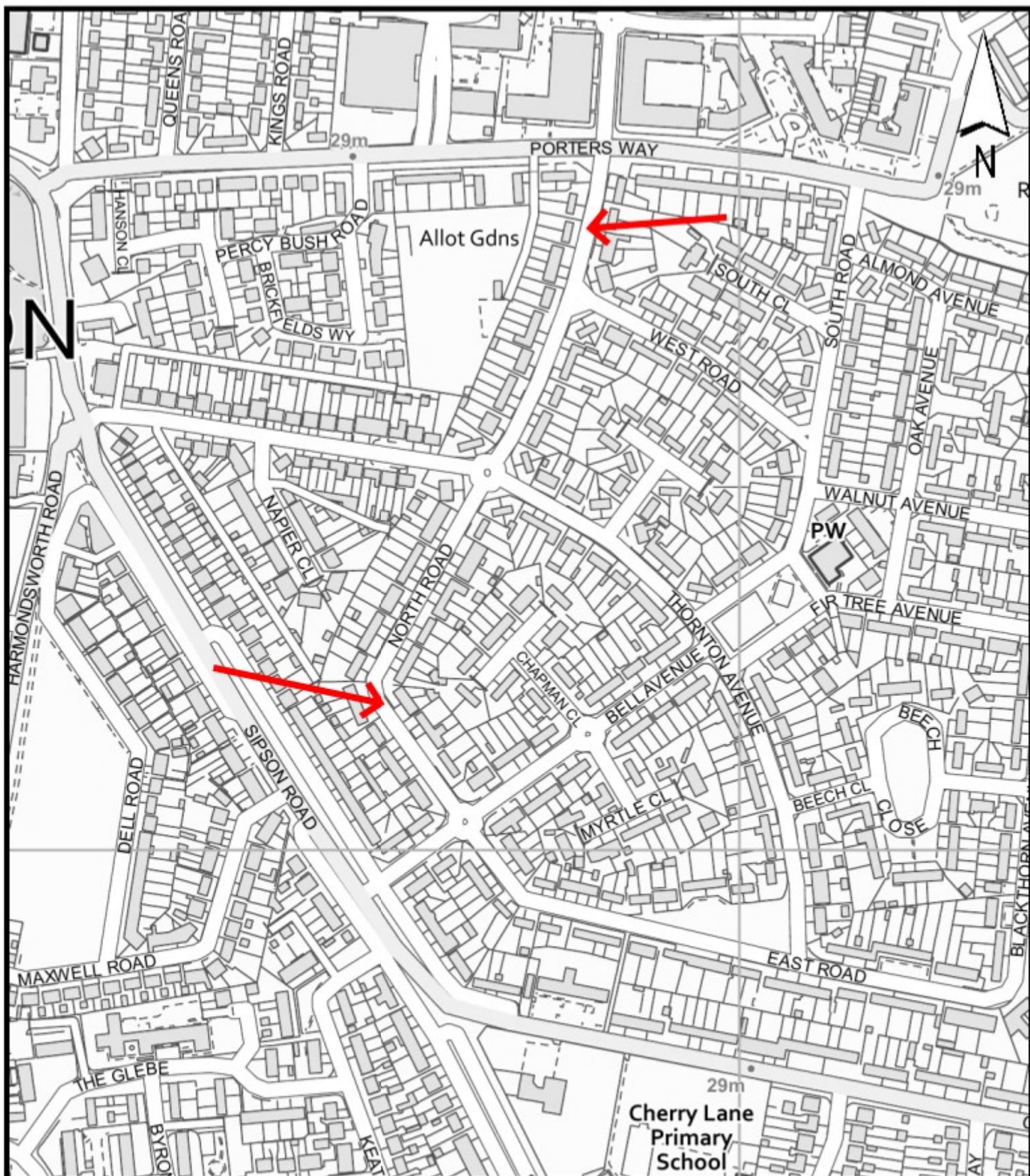
None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition report.



North Road, West Drayton Location plan

Appendix A

June 2023

Scale 1:4,000

Appendix B

Would you like a Resident Parking Scheme in North Road, West Drayton?

23 - Yes

19 - No

If a scheme is introduced, what operating times would you prefer?

9 – 10am-3pm

none – 9am-5pm

21 – 9am-10pm (same as Porters Way)

If a scheme is introduced, what operating days would you prefer?

10 – Mon-Fri

none – Mon-Sat

20 – Everyday

Would you like a Resident Parking Scheme in North Road, West Drayton?

North of Thornton Avenue

19 - Yes

3 - No

North of Thornton Avenue

4 – Yes

16 - No

<p>Support.</p> <p>Why not one free car? Why so expensive?</p> <p>A lot of people will want this but can't afford it.</p>
<p>Support.</p> <p>In our household we have three people with cars, and we all wish for a resident parking scheme.</p>
<p>Support.</p> <p>It would be preferable as this would stop Drayton Village visitors or tenants parking.</p>
<p>Object.</p> <p>I don't think we need permit parking, most houses in our street have drives, there is plenty of room for everybody</p> <p>Please do not make life harder for the people of West Drayton, what with ULEZ and hardships at the moment. People pay their road tax and I feel should be able to park.</p> <p>There are a handful of people that think they own this street and put cones out side of their house which is wrong, let people park.</p>
<p>Support.</p> <p>There are some residents on North Road that have a driveway but have multiple cars and park on the road more than the driveway which is unfair to other residents.</p>
<p>Support.</p> <p>I do not agree to annual charge or paying for visitor permits (money making scheme), the should be provided to residents - for free.</p> <p>We as a community are asking for restrictions to stop others who are not living or visiting our road to take up our spaces.</p> <p>The two new estates built in Porters Way have not been planned well with parking which now affects us residents.</p> <p>So for Hillingdon Council and Highway and Transport department to charge us is daylight robbery. This should be given for free and updated on request. Why should I pay yearly for you to gain thousands yearly for one week of drawing yellow lines and putting up post and plaques? Stop robbing your residents and make a difference for free for a change.</p>
<p>Object.</p> <p>I and my family are not in favour for any kind of parking permits for North Road.</p>
<p>Object.</p> <p>Regardless, I park in my driveway. However I think it's outrageous to charge from £80-£225 for parking. There is hardly any parking as there is and people should be able to have family over without paying £1.25 every time. I could never support that.</p>
<p>Support.</p> <p>We have a serious problem on North Road because we have becme a free car park road. Many people are flying from Heathrow airport and they park here.</p>
<p>Support.</p> <p>This is long time coming with nuisance parking and blocking driveways.</p>
<p>Support.</p> <p>Traffic calming scheme to slow down vehicles racing along the street. Suspend parking on one side of he street?</p>

<p>Support.</p> <p>Would prefer 4pm to 4am and I would like vehicles not showing a number plate or trade plates to be towed.</p>
<p>Support.</p> <p>This will be very much needed, cars from all over park here. Also airport staff park down North Road, no consideration for the residents.</p>
<p>Object.</p> <p>I would not support a residents parking scheme.</p> <p>However consideration of speed bumps to slow sown traffic would be useful.</p>
<p>Object.</p> <p>I pay my council tax, so why do I want to pay for parking permits as well. It is all wrongs, if these people want to live with parking restrictions tell them to move to an area where it already is enforced.</p>
<p>Object.</p> <p>This is not needed on this road, never had an issue with parking.</p>
<p>Object.</p> <ol style="list-style-type: none"> 1. Where am I to park as I cannot have dropped kerb? 2. Parking bays will not provide enough parking spaces for the amount of cars on the road as we will lose pavement parking and double sided parking. 3. Parking bays will speed up traffic where current parked cars slow it down. 4. No part of North road or the Bell Farm Estate should have permit parking, all these schemes do is move cars onto other roads and we don't have a parking issue my end of North Road. 5. First permit should be free anyway. <p>A better solution would be having a yellow line down the road whre permit holders can only park between 10am-noon like Fray's Avenue.</p> <p>The major problem is the development on the olf RAF base charge people for parking spaces. The Council should change the planning process to stop this happening in future.</p> <p>I'm completely against this proposal.</p>
<p>Object.</p> <p>I feel it is necessary to point out that only the section of North Road from Porters Way to Thornton Avenue has issues with parking due to the restrictions on Porters Way and the Park West Estate.</p>