



## Democratic Services

**Location:** Phase II  
**Ext:** 0185  
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**CMD No:** 389

**To:** **OUNCILLOR JOHN RILEY**  
**CABINET MEMBER FOR PUBLIC SAFETY AND**  
**TRANSPORT**

c.c. All Members of the Public Safety & Transport Select Committee  
c.c. Perry Scott – Corporate Director of Place  
c.c. Gordon Hill – Place Directorate  
c.c. Ward Councillors for West Drayton  
c.c. Conservative and Labour Group Offices  
(inspection copy)

**Date:** 10 February 2022

## Non-Key Decision request

## Form D

### Extension to West Drayton Residents' Parking Scheme in Drayton Gardens - Report on Informal Consultation

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 Friday 18 February 2022** 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.

Liz Penny  
Democratic Services Officer

**Title of Report:** Extension to West Drayton Residents Parking Scheme in Drayton Gardens - 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 Public Safety & Transport*

# EXTENSION TO WEST DRAYTON RESIDENTS' PARKING SCHEME IN DRAYTON GARDENS - REPORT ON INFORMAL CONSULTATION

<b>Cabinet Member(s)</b>	Councillor John Riley
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport
<b>Officer Contact(s)</b>	Gordon Hill, Place Directorate
<b>Papers with report</b>	Appendix A - Location Plan Appendix B - Comments Received During Consultation Appendix C - Area Plan Including Proposed WD7 Zone Appendix D - Detailed Plan of Proposed Scheme

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member of the results of the informal consultation undertaken in Drayton Gardens for the possible extension to the existing West Drayton Parking Management Scheme.
<b>Putting our Residents First</b>	This report supports the Council objective of Our People. Results of the consultation will be considered in relation to the Council's strategy for parking in residential areas.
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is £2,000 and will be managed within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Public Safety and Transport
<b>Relevant Ward(s)</b>	West Drayton

## RECOMMENDATIONS

That the Cabinet Member:

1. Notes the responses from residents to the informal consultation on extending the West Drayton Parking Management Scheme into Drayton Gardens;

2. **Notes the results of a further consultation undertaken by local ward councillors in Drayton Gardens; and,**
3. **Based on these results:**
  - a. **Instructs officers to conduct a formal consultation on the proposed scheme in the area indicated in Appendix C, operating Mon-Fri 11-midday as Zone 'WD8'.**
  - b. **Defers the proposed extension to the West Drayton Parking Scheme in the rest of Drayton Gardens at the present time.**

## Reasons for recommendations

These recommendations are in line with the views expressed during the informal consultation and are supported by the local ward councillors.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. A petition with 118 valid signatures was submitted to the Council from residents of Drayton Gardens, West Drayton. The lead petitioner helpfully included a covering letter which stated:

*"Please accept the attached petition consisting of 120 signatures to have Drayton Gardens included in the residents (permit holders) parking scheme. Since the implementation of the resident parking scheme (WD5) in the surrounding areas we have seen a significant increase in the number of commuters parking in Drayton Gardens.*

*Originally, some residents were against the implementation of the scheme in Drayton Gardens because a scheme in operation from 09:00 to 17:00 would inconvenience residents especially shift workers.*

*Our counter proposal is to have the scheme operational from 10:00 to 12:00 (midday) Monday to Friday, as this would stop commuters from parking in Drayton Gardens and cause the least amount of inconvenience to residents."*

2. Drayton Gardens is a residential road just a short walk away from local shops, amenities and West Drayton Station. As mentioned by the lead petitioner, the road is on the periphery of

the West Drayton Parking Management Scheme Zone WD5 which was introduced in May 2019 following extensive consultation with local residents and Ward Members. Attached as Appendix A is a location plan showing the location of Drayton Gardens in relation to the existing Parking Management Scheme.

3. As the Cabinet Member will recall, the Council has previously proposed a Parking Management Scheme within Drayton Gardens when developing the most recent extension to the West Drayton Parking Management Scheme. However, responses received to this consultation indicated differing views on the proposed scheme layout and, overall, the majority of residents who took the opportunity to reply indicated they did not support the introduction of a scheme where they live. As a result of the responses received, it was recommended at the time that the parking arrangements in Drayton Gardens should remain as existing.

4. Since the introduction of the scheme in the roads surrounding Drayton Gardens, residents have started to experience difficulties with non-residential parking. A petition signed by 118 residents representing 77 different households across Drayton Gardens was submitted so it would appear that, since the scheme was introduced in surrounding roads, the opinions from residents of Drayton Gardens may have changed.

5. Petitioners asked that, if a scheme was introduced in Drayton Gardens, it should operate 'Monday to Friday 10am to Midday' as they feel these times would prevent commuter parking without inconveniencing residents. The Cabinet Member will be aware that the Council tries to maintain the same times of operation within the same parking scheme zone. This is to prevent confusion to motorists and possible accusations of entrapment. However, in exceptional circumstances and provided that the difference in scheme operating times can clearly be indicated to motorists through the appropriate signage, the Council can propose different scheme operating times on roads on the periphery of an established scheme.

6. It was therefore recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, to add the request to the future parking scheme programme for further investigation and consultation with residents. It was also suggested that, subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to the unrestricted roads close by.

7. In the previous consultations that took place in Drayton Gardens some of the issues raised by residents with the proposals was the reduction in parking places compared to the existing arrangements and the inability to still park in front of their own driveway where this was previously done with either two or four wheels on the footway.

8. Under current legislation, the only way that footway parking can be maintained whilst still restricting non-residential parking would be for a Residents' Parking Scheme with parking places placed with two wheels on the footway along the full length of the road where parking is to be permitted. Colleagues in Parking Services have advised that vehicles parked wholly within a designated parking place or any other part of the carriageway where parking is specifically authorised are exempt from dropped kerb enforcement during the operational hours of the scheme. This would mean that residents' access to their driveways could in theory be obstructed

by vehicles displaying a valid permit whilst the scheme is in operation. However, outside operational hours enforcement of this would carry on as it does now.

9. The Council is willing to consider a scheme such as this so long as the local residents support the proposals and are made aware of the possible consequences of such a scheme.

10. During discussions at the petition hearing and in further meetings with lead petitioners and local ward councillors it was decided that, in order to meet the requirements of local residents expressed previously and at the petition hearing, a continuous bay scheme would be designed prior to the informal consultation. This would also give residents a chance to indicate support or otherwise on an actual scheme, rather than asking for views on the general idea of a scheme.

11. A 21-day informal consultation was undertaken where a letter, questionnaire and detailed plans were sent to every household in Drayton Gardens. The letter explained the advantages and disadvantages of a continuous bay scheme.

12. Of the 161 properties consulted, 70 responses were returned representing a reasonable return rate of 43%. The headline results of the informal consultation were:

39 indicated support for the scheme

23 indicated that they didn't support the scheme

13. However, a more detailed examination of the responses where additional comments were included shows that a number of households supporting the scheme indicated that certain elements of the scheme may not be accepted should the Council proceed to formal consultation. A copy of these comments is attached to this report as Appendix B. There are also comments rejecting the short operating hours but otherwise supporting the principle of a scheme, which if acted on may produce more objections due to the length of time that the Council could not enforce possible obstructions to dropped kerbs. These responses can be broken down into the three types of response:

32 indicated support for the scheme

7 indicated support for the scheme (but comments imply that they won't during a formal consultation due to unacceptable conditions)

23 indicated that they didn't support the scheme

14. The results relating to times of operation and the question of a new Zone or an extension to WD5 are much clearer as indicated below.

42 - 11am to noon

8 - 9am-5pm

46 - New zone

3 - Join WD5

15. These results and a breakdown of the comments, attached to this report as Appendix B, were shared with local ward councillors who felt that, based on these numbers alone, they could not support the scheme going ahead as proposed. The ward councillors informed officers that they would directly engage further with residents of Drayton Gardens and undertake their own consultation in order to gain a consensus of views within the road.

16. Officers understand that this consultation, which was conducted independently by the local ward councillors, also received similar responses to the Council's consultation, with 26 households indicating support for the scheme and 27 against the proposals.

17. The responses from the Councillor's informal consultation were plotted to ascertain a level of support in each part of the road. Once plotted it was observed that properties closer to Swan Road end of the road indicated a much higher level of support than the rest of the road.

18. Based on the responses from the Council's own informal consultation, and the second consultation organised by local ward councillors, they have indicated that they would support the installation of the scheme in just part of Drayton Gardens, between Swan Road and the corner near No.74 Drayton Gardens excluding the arm of Nos.91-121 Drayton Gardens, as indicated in Appendix C.

19. It is therefore recommended that a formal consultation is undertaken on extending the West Drayton Resident Parking Scheme into part of Drayton Gardens, as shown in Appendix D, operating Monday to Friday 11am to noon as Zone WD8.

## **Financial Implications**

The estimated cost associated with the recommendations to this report is £2,000 and 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 Capital Release protocols.

## **RESIDENT BENEFIT & CONSULTATION**

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

The recommendations take into account the wishes of local residents.

## **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 informal consultation in relation to the proposals set out under the above recommendations. There are no legal impediments to the Council now conducting statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulation 1996.

## Infrastructure / Asset Management

None at this stage.

## Comments from other relevant service areas

None at this stage.

## BACKGROUND PAPERS

Petition Report – Drayton Gardens, West Drayton, Residents Requesting a Parking Management Scheme

Report on Formal Consultation in Vicinity of Swan Road, The Green and Church Road, West Drayton

Report on Informal Consultation in Vicinity of Swan Road, The Green and Church Road, West Drayton

## TITLE OF ANY APPENDICES

Appendix A - Location Plan

Appendix B - Comments Received During Informal Consultation

Appendix C - Area Plan Including Proposed WD7 Zone

Appendix D - Detailed Plan of Proposed Scheme