

**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. Gordon Hill – Place Directorate  
c.c. Perry Scott – Corporate Director of Place  
c.c. Ward Councillors for West Drayton

**Date:** 24 May 2023

**Non-Key Decision request****Form D****EXTENSION TO WEST DRAYTON RESIDENTS PARKING SCHEME IN DRAYTON GARDENS – REPORT ON FORMAL 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 02 June 2023** 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.

Ryan Dell  
Democratic Services Officer

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**Title of Report:** Extension to West Drayton Residents Parking Scheme in Drayton Gardens – Report on Formal 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 and Transport*

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

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Gordon Hill – Place Directorate
<b>Papers with report</b>	Appendix A - Location Plan Appendix B - Comments Received During Informal Consultation Appendix C - Area Plan Including Proposed WD8 Zone Appendix D - Detailed Plan of Proposed Scheme Appendix E – Comments Received During Formal Consultation

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member of the results on the formal 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 implications in relation to the recommendations set out in this report is £5,000.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee.
<b>Relevant Ward</b>	West Drayton.

## RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. **Notes the responses from residents to the formal consultation on extending the West Drayton Parking Management Scheme into Drayton Gardens (part); and**
2. **Based on the responses to the formal consultation it is recommended that the scheme (WD8) be implemented, operating Mon-Fri 11am - Midday, as proposed.**

### Reasons for recommendation

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 existing 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. The Cabinet Member recalled that the Council had 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 appeared that, since the scheme was introduced in surrounding roads, the opinions from residents of Drayton Gardens had changed.
5. Petitioners asked that if a scheme is introduced in Drayton Gardens, it should operate 'Monday to Friday 10am to Midday' as they felt these times would prevent commuter parking without inconveniencing residents. The Cabinet Member was 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 discuss 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 residents' testimony, 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 previous consultations that were undertaken 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 is current practice 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, dropped kerb enforcement would carry on as it does now.
9. The Council was willing to consider a scheme such as this so long as the local residents support the proposals, and they are made aware of the possible consequences of such a scheme.
10. During discussions at the petition hearing and further meetings with lead petitioners and local Ward Councillors, it was decided that 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 principles 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 and a questionnaire was sent to every household in Drayton Gardens.
12. Of the 161 properties consulted, 62 responses were returned representing a return rate of 39%. 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, showed that a number of households supporting the scheme indicated that certain elements of the scheme may not be accepted should it 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 stop residents blocking other residents 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 were much clearer as indicated below.

42 - 11am to midday

8 - 9am-5pm

46 - New zone

3 - Join WD5

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

16. This consultation was conducted by the local Ward Councillors was also very close in terms of results, with 26 households indicating support for the scheme and 27 against the proposals.

17. The responses from the informal consultations were plotted to ascertain a level of support in each part of the road. Once plotted it was observed that the residents of 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 informal consultation, and the second consultation organised by local Ward Councillors, results indicated that residents would support the installation of the scheme in part of the road, 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 was therefore recommended that a formal consultation be undertaken on extended 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, which was formally agreed by the Cabinet Member.

20. Following this decision, a formal consultation was undertaken in the area shown in

## Appendix D.

21. During the 21-day formal consultation, where a letter and detailed plan was sent to every property within the area of the proposed scheme informing them of the Council's intention to implement a scheme locally, during this period street notices were erected and public notices were placed in the London Gazette and a local newspaper.
22. The Council received 12 responses to the formal consultation, ten in support of the proposals and two objecting to the scheme, a summary of these responses can be found in Appendix E.
23. The objections to the scheme raised the assertion that this scheme will only push the problem into other smaller local roads that are not currently in a parking scheme. However, many of the surrounding local roads are already in parking schemes or have so many dropped kerbs in the road that the area does not attract high volumes of commuter parking. They also stated that the cost of multiple permits would be prohibitive, and whilst this is acknowledged, this scheme operates for a short period of time Mon-Fri 11am-midday so it is hoped this impact should be minimal.
24. The responses to this formal consultation were shared with local Ward Councillors who, based on the comments made by residents, felt that on balance, the scheme should be implemented.
25. To summarise, based on the feedback from residents during various consultations and the views of local Ward Councillors, it is recommended that the scheme be implemented as advertised.

## Financial Implications

The estimated cost to implement the Parking Management Scheme in Drayton Gardens is £5k.

The implementation of this scheme is fully funded from the 2023/24 Transport for London Grant Local Implementation Plan allocation of £100k for various Parking Management Schemes, subject to the usual Cabinet Member release protocols.

## RESIDENT BENEFIT & CONSULTATION

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

To change the parking measures requested by residents following consultation.

### **Consultation carried out or required**

Residents were informally consulted previously to see if they would like the West Drayton Resident Parking Scheme extended into their road. Based on the positive responses to that consultation, this formal consultation was undertaken.

## **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 advised that there were no legal impediments to the Council agreeing the recommendations set out in the report, which are in accordance with the outcome of the statutory consultation.

### **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**

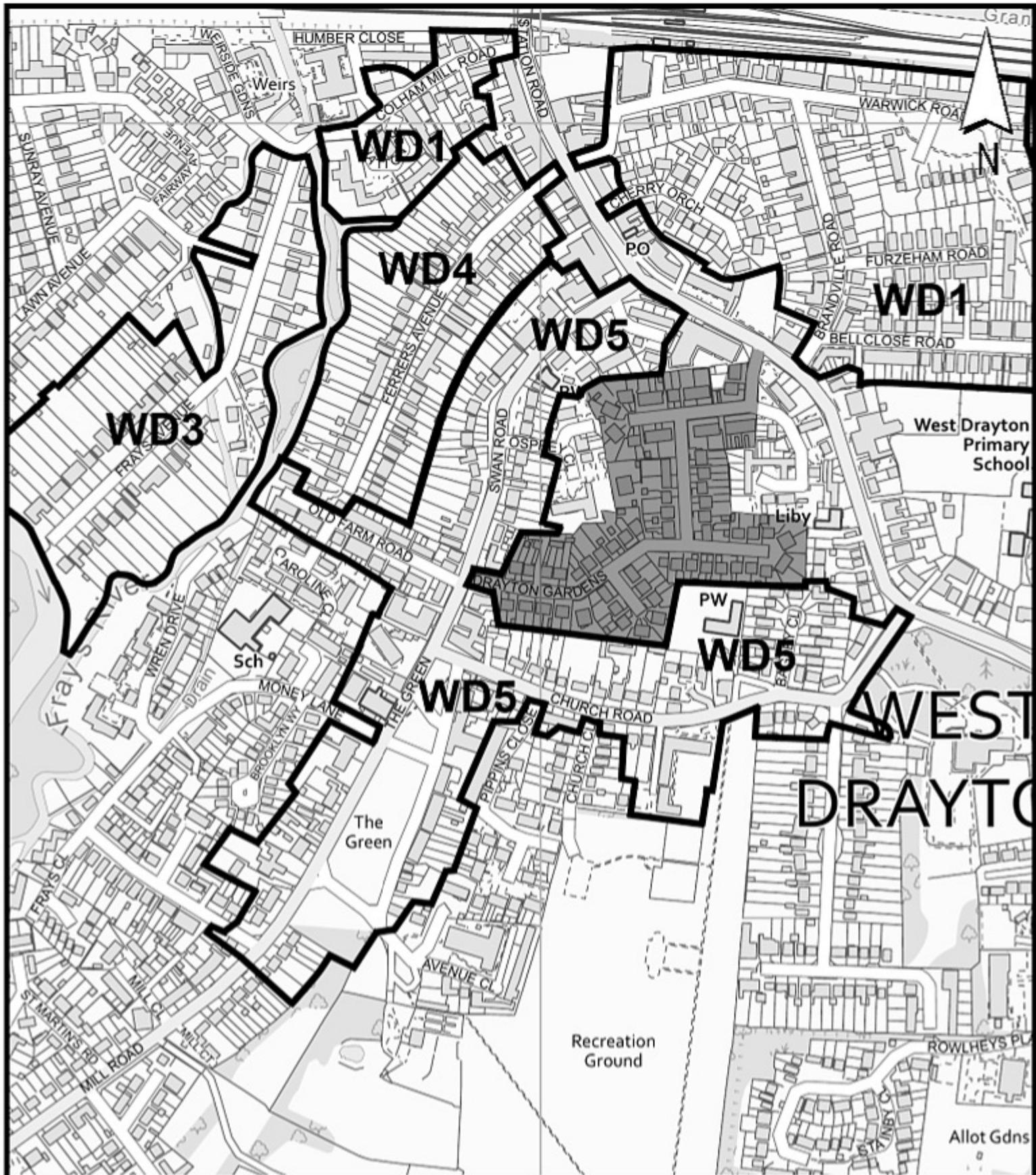
Appendix A – Location Plan

Appendix B – Comments Received During Informal Consultation

Appendix C – Area Plan Including Proposed WD7 Zone

Appendix D – Detailed Plan of Proposed Scheme

Appendix E – Comments Received During Formal Consultation



## Drayton Gardens, West Drayton - Nearby extent of the West Drayton Parking Management Scheme

August 2020

Scale 1:5,000



Nearby extent of the West Drayton Parking Management Scheme



Drayton Gardens, West Drayton

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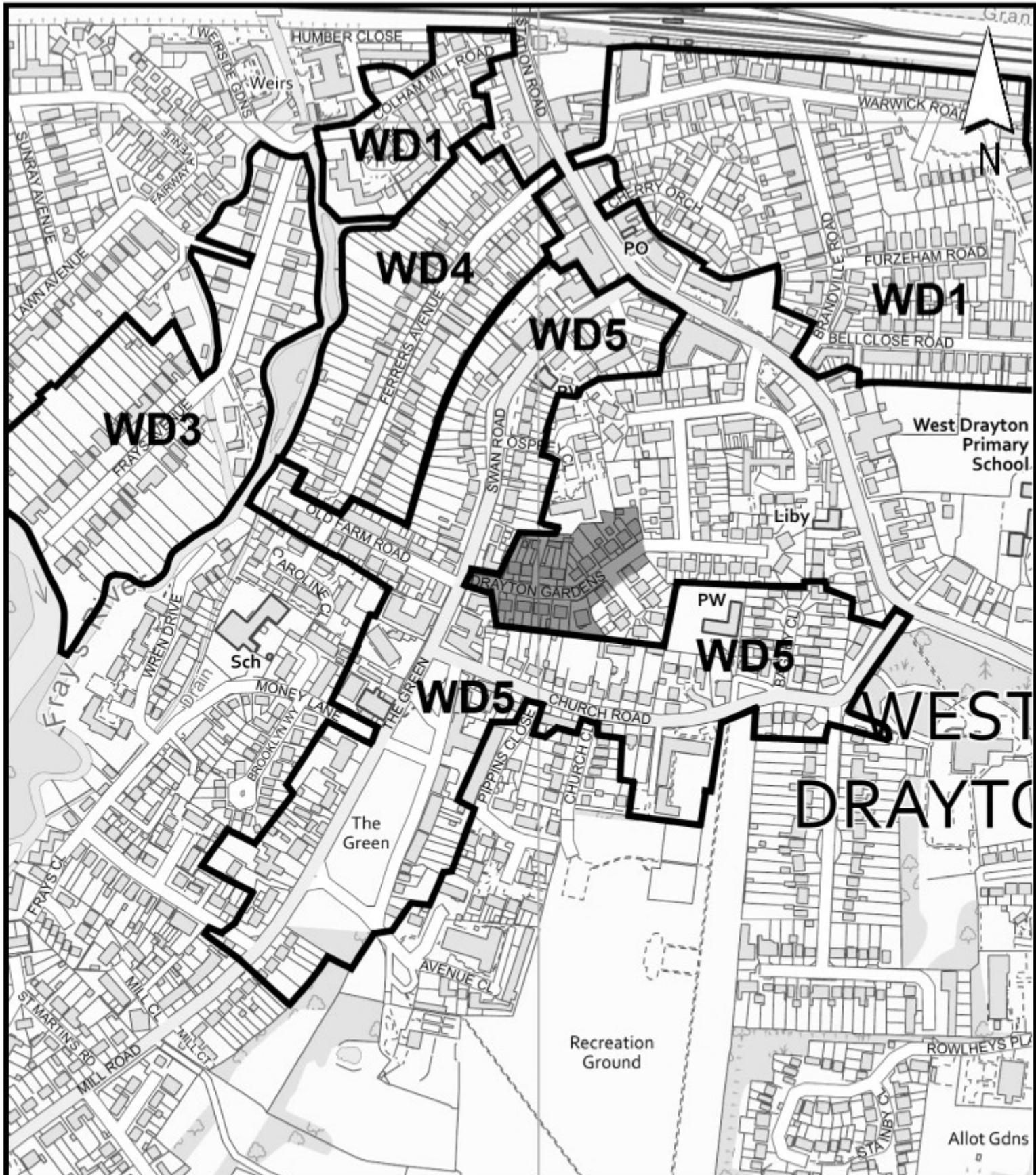
# Appendix B

The following responses were made during the informal consultation.

<b>32 Households - Indicated Support for the Scheme</b>	
	7 days a week 9am-8pm
	A local garage has been storing cars in Drayton Gardens for years, and a Heathrow cab companies are getting clients to leave their vehicles here when going on holiday. 11am-noon is a joke, how can that alleviate the parking problems? The plans show a number of trees that have since been removed. The proposal adjacent to No.52 will make the road to small to allow vehicles, such as refuse trucks, to pass. Please note that the majority of properties have off street parking.
	11am-noon is a waste of time and is detrimental to residents. Should be 9am-5pm to prevent people parking across driveways or parking in another street and then moving their vehicle back to Drayton Gardens. Parking should be for residents and their visitors only. A local garage leaves cars for sale and staff cars in Drayton Gardens.
	Inclusion in WD5 would exacerbate parking problems.
	Would prefer 11am-2pm to stop people parking on early and late shifts.
	We only want Drayton Gardens residents to park in Drayton Gardens.
	Original planned times were 10am-noon, but 11am-noon is acceptable. It is imperative that we have our own scheme as residents of WD5 parking in Drayton Gardens even though there are empty spaces in Swan Road.
	Dropped kerbs will need to have a white bar in front of them.
	I would like the scheme to run Mon-Sat.
	I currently see six non-Drayton Gardens residents cars parked in the street for many days without moving, we need parking restrictions, sooner the better.
	Cars keep parking in the bus stop in Swan Road blocking the whole road when a bus comes along, need CCTV.

<b>7 Households - Indicated Support for the Scheme – but additional comments imply that they may not due to unacceptable conditions</b>	
	Houses should have a permit for each car, I need two permits
	Not happy with proposal to allow permit holder to obstruct my dropped kerb.
	There is a local garage that leaves cars in the road and a house that has 5-6 cars for cabbing. An extra hour in the afternoon would help keep the road clear. Do not agree with others being able to parking in front of my driveway.
	We need access to our dropped kerb, no one should be able to park over it. The turning head outside Nos.47-65 should be double yellow lines, not a bay.
	The turning head outside Nos.47-65 should not be part of the scheme as residents do not park there. Totally oppose other permit holder being able to park across other residents dropped kerbs.
	The situations regarding the possibility of parking on our dropped kerbs is not clear, it needs to be explained in black and white. I don't want a bay across my dropped kerb.
	A dropped kerb nearby has recently been extended and is not shown on the plan, this needs to be taken into consideration for not allowing parking where the dropped kerb is extended.

<b>23 - Indicated that they didn't Support the Scheme</b>	
	Scheme should be 8am-6pm to stop commuters
	We don't accept a bay over our dropped kerb, it must be kept clear.
	Cost of Visitor Vouchers is excessive, why should I need to pay for my family to visit me? I pay Council and Road Tax, this is just another way for the Council to make money.
	Would have supported but cannot accept permit holder blocking my dropped kerb, when I want to get out.
	We do not agree on parking bays on driveways, parking bays only on road with no dropped kerbs.
	Prefer no parking restrictions at all on this road. Nearly all drives anyway. Just makes it nerve wracking when having visitors.
	Parking scheme makes no sense as it'll allow residents to block others driveways. There are trees that haven't been marked on the plan. Some driveways have a yellow line while others have a parking bay, this doesn't treat all residents the equally. Overall, we are happy with things as they are.
	I do not wish to be part of the WD5 scheme, as agreed at the meeting. I do not want anyone parking over my dropped kerb, ever. Local garages and taxi firms use the road as a car park so the 11am-noon proposal will not stop them. I do not want this scheme.
	Keep existing scheme. What is the point of having a vehicle crossing if it can be parked on in the proposed scheme.
	We reject the proposed scheme, we paid for a dropped kerb which we use frequently and do not wish for other to park in front of it.
	I am happy with the current parking arrangements
	We does a disabled bay that a resident applied for not show on the plans?
	I cannot risk someone parking across my driveway when I need to go to work or drop the kids at school.
	No change.
	It is ridiculous to suggest that cars can be parked across shared drives/dropped kerbs. This will make the situation much worse.
	We don't want this scheme, it's completely stupid that anyone can block my driveway, so hundreds of cars won't be able to enter their own driveway and need bays on the street and will block other driveways. If my driveway is blocked how do I use my car?
	Any parking scheme will mean I have nowhere to park and will forced to move.
	Strongly feel things should stay as they are.
	The plans don't show the full extent of the dropped kerbs on the road. Question - At the end of a parking bay is it OK to front/rear of car overhanging the end of a bay if the wheels are inside the bay?



## Proposed extension to the West Drayton Parking Management Scheme Zone WD8

August 2021

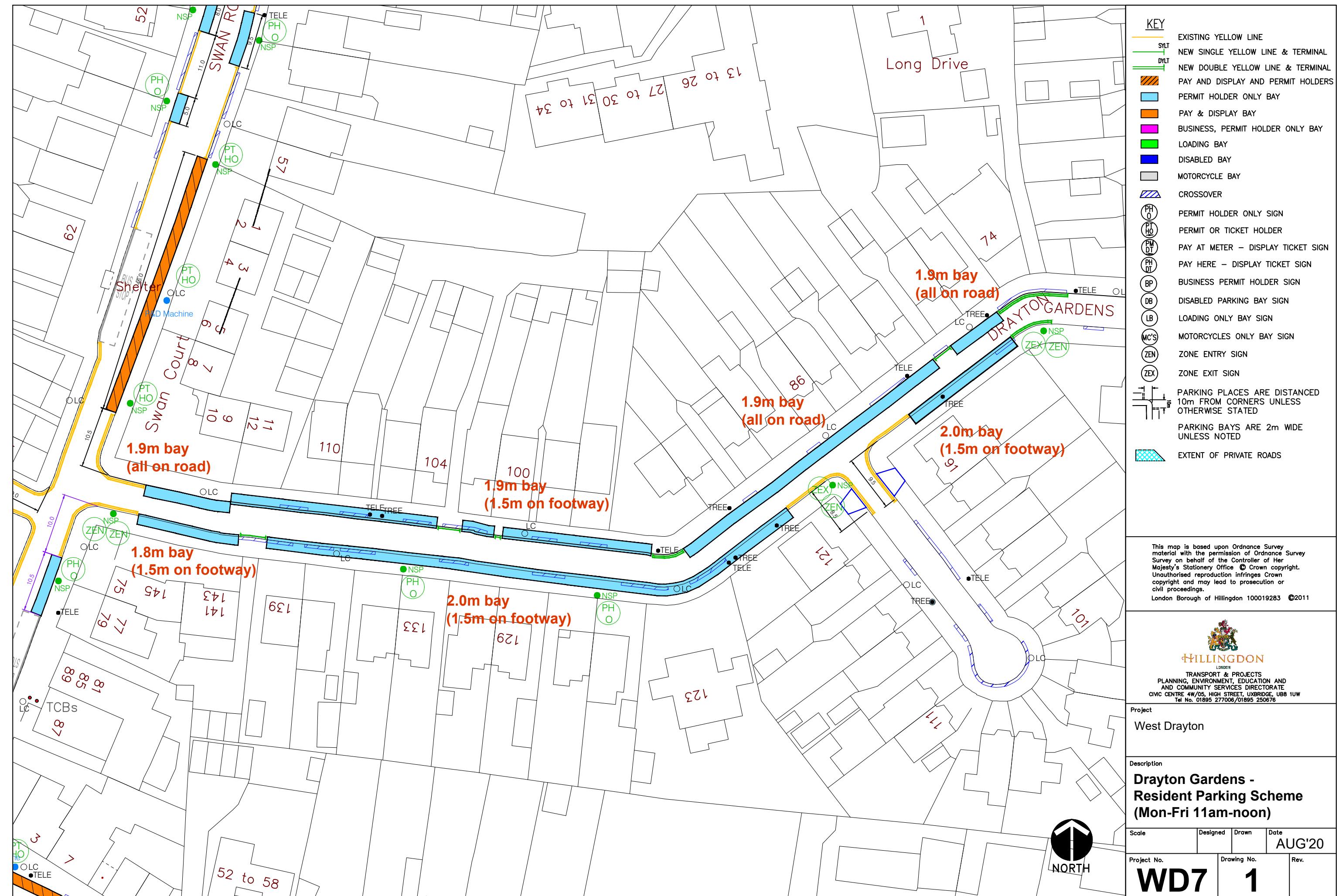
Scale 1:5,000



Nearby extent of the West Drayton Parking Management Scheme



Formal consultation area for a proposed extension to the West Drayton Parking Management Scheme Zone WD8



# Appendix E

Comment
Support We have been keen to get a scheme in Drayton Gardens for a time, especially since the scheme was implemented in Swan Road. We are however concerned about the ability to park across someones drive, even if it is a small risk, it is unnecessary and against what the Highway Code says.
Support I fully support these proposals.
Support I support the proposals.
Support We are fully supportive of the scheme.
Support We support and welcome the proposed extension.
Support I am in favour of the scheme 100% in Drayton Gardens.
Object We have multiple adults in our property and multiple vehicles and it is not feasible for us to buy an extra five permits, along with the additional permits for visitors. Looking at the plans it shows that these proposals will just push the problem parking into the smaller dead end roads. A better solution would be to implement a van permit to stop the vans that take up a lot of space and make the road dangerous by parking on the junctions.
Object I live in a HMO and buying six permits will cost too much money, and we often have guests so would need a lot of temporary passes. This is on top of the increasing cost of living this year.
Support We agree with the proposed parking scheme.
Support I would like this scheme to be in place ASAP.
Support I am 100 percent in favour of the proposed scheme.
Support This scheme cannot come soon enough. The current parking situation is very frustrating for residents, this scheme should improve matters. I often find that I cannot park near home when I come home from work.