

PETITION REQUESTING TO KEEP EXISTING PARKING SPACES ON STATION ROAD, WEST DRAYTON

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Aram Cheraghi, Planning, Environment, Education and Community Services
Papers with report	Appendix A; Proposed Parking Arrangement Appendix B; Existing Parking Arrangement

1. HEADLINE INFORMATION

Summary	This report advises the Cabinet Member that a petition has been received from local traders and residents requesting to keep three existing pay and display parking spaces on Station Road, West Drayton
Contribution to our plans and strategies	<ul style="list-style-type: none">• Transport Strategy• Community Plan• Local Implementation Plan
Financial Cost	The Scheme is fully funded by Transport for London
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	West Drayton

2. RECOMMENDATIONS

That the Cabinet Member:

1. Notes the petitions requests and meets with petitioners to discuss in greater detail the concerns they have.
2. Subject to (1), instructs officers to take account of these views when finalising the detail of any subsequent changes to the parking arrangements and prior to any future review that the Cabinet Member may wish to consider.

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Reasons for recommendation

The petitioners are concerned with the loss of parking spaces in their road. The recommendations will explore the extent of their concerns and look at possible solutions to mitigate these concerns.

Alternative options considered / risk management

No other options have been considered.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 163 signatures has been received from shop keepers and residents of Station Road, West Drayton, requesting that Hillingdon Council maintain current parking arrangements on Station Road.
2. The heading of the petition stated: *'We the undersigned petition the relevant cabinet members of Hillingdon Council to maintain the current parking arrangements on Station Road and Not move the parking bays.'*
3. The proposed improvement of Station Road, West Drayton is part of the larger Yiewsley and West Drayton Town Centres Improvement scheme, which runs from Falling Lane A408 (Yiewsley) to Swan Road (West Drayton) and is fully funded by TfL as a result of a successful 'Major Scheme' bid to TfL.
4. The Cabinet Member will recall the extensive consultation exercises undertaken as part of this scheme including most recently public exhibitions mounted at the libraries in Yiewsley and West Drayton between 20th and 23rd September 2011, at which detailed plans were made available. Consultation feedback leaflets which provided a summary of the proposals and invited residents and traders to visit the libraries and discuss the proposals with officers were delivered to a large number of households in both wards and were hand delivered by officers to every commercial frontage in the affected area.
5. The original consultation in April 2009 involved the circulation of leaflets entitled 'have your say' to every household in the two wards as well as the mounting of exhibitions at the two libraries. Officers also made a series of presentations to the Yiewsley & West Drayton Town Centre Action Group, the meetings of which are often attended by Ward Members.
6. As a result of the feedback received during the 2009 consultation, a report was presented to the Cabinet Member which set out a number of key observations including the pedestrian environment in Station Road West Drayton. On this basis, the proposals were developed in sufficient detail to allow the Major Scheme bid to be made, and during the course

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of this process two 'pilot schemes' were constructed (one in High Street Yiewsley and the other in Station Road West Drayton, near the junction with Swan Road).

7. In Station Road the footways are generally narrow and, as part of the Yiewsley and West Drayton Town Centre Improvement works, it has been proposed where practicable to make these footways wider, more pleasant and more accessible for all pedestrians. The design has been undertaken with care to minimise the impact of existing parking arrangements but there will inevitably be some minor changes in layout as a consequence.

8. There are at present three "Pay and Display" parking spaces outside shops No 19 to 23 Station Road, West Drayton, and the adopted footway outside these shops is about 1.5 m wide which is not sufficient for wheelchair users and pedestrians. The narrow footpath is also an unattractive environment for any pedestrians when vehicles are parked alongside it, and it could also be argued that in some cases when large vehicles park here that they obscure the shop fronts making them less obvious to passing traffic.

9. As part of the proposed improvement works, the present intention is to remove these existing parking spaces outside shops No 19-23 Station Road and widen the footway to provide more space for pedestrians.

10. However, in order to compensate for the loss of parking spaces at the above location, the existing bus stop on Station Road junction with Ferrers Avenue will also be relocated approximately 55m south of its existing location so that the existing lay-by (by the shop at 40) can be extended to provide two more parking spaces.

11. The result of this would be a nett loss of just a single parking space (i.e. three lost outside 19-23 but two gained by 40 Station Road).

12. The petitioners' concerns are acknowledged, including the pressure on local business and the demands from some traders for more parking to be provided. However the Cabinet Member will also appreciate the need to maintain a balance between these understandable aspirations and the need to maintain a reasonable through flow of pedestrians.

13. Station Road already benefits from a 'stop and shop' scheme which the traders will doubtless agree has been of great benefit, as it has been in every other town centre in the Borough where such a scheme has been introduced, in increasing parking turnover and hence business for local traders. It should also be acknowledged that there is generous provision of off-street car parking within a reasonable walking distance for any shoppers visiting Yiewsley and West Drayton town centre as a whole.

14. The poor footpath width in sections of Station Road has been identified as one of the key problems in this area and one raised by residents during consultation about the town centre. This is an issue which the scheme is designed to address, and officers suggest that the net loss of just one parking space is a fair balance in the circumstances.

15. It is important that drivers emerging from minor roads have adequate visibility in each direction to enable a safe manoeuvre. Visibility splay envelopes are made up of two elements, known as the 'x' distance and the 'y' distance. The 'x' distance is measured 2.4 m back from

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the give way markings, and the 'y' distance is a distance that the driver who is about to leave the minor road can see to his left or right hand side without any obstruction.

16. The existing situation as shown on the plan at Appendix B has a 'y' distance restricted to 10m (due to buildings obstructing the line of sight) which is less than the recommended 40m for roads with an 85th percentile speed limit of 30mph (the 85th percentile being the speed at or below which 85% of traffic is travelling).

17. The visibility splay at the junction will be significantly improved by bringing the kerb line forward at the junction, as shown in the plan at Appendix A. A similar approach has been adopted at other junctions throughout the scheme, and the Cabinet Member will be aware that this scheme, as with most schemes of its type, has been successfully subjected to an independent road safety audit.

18. Analysis of the police reported personal injury accident data records for the three year period ending December 2011 shows that there has been one accident at the junction of Station Road with Warwick Road. The accident involved a vehicle turning right into Station Road from Warwick Road and another vehicle going ahead on Station Road and the measures proposed would help prevent a recurrence.

19. The Cabinet Member will however recall a recent review of the scheme in light of the petition and discussions he has had with Ward Member colleagues and that it was agreed that options should continue to be explored before any formal approvals are sought to the parking arrangements through a separate reporting process. The dialogue with petitioners will helpfully inform this process.

20. In the meantime, therefore, officers recommend that the Cabinet Member meets with petitioners, discusses their concerns with them, but at the same time notes that the proposals in their current form would result in the net loss of just one parking space which at the same time allow a significant improvement in the appearance and size of the footways.

Financial Implications

The scheme is fully funded by Transport for London. Any changes would be the subject of separate reporting and formal authorisation.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member the opportunity to discuss with petitioners the nature of their concerns and to provide him with the necessary information to allow him to make any subsequent decisions on how to proceed.

Consultation Carried Out or Required

The first extensive public consultation was carried out by officers in May 2009.

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An exhibition was held in the local library with council officers attending for one day to answer questions from members of the public.

5. CORPORATE IMPLICATIONS

Corporate Finance

None at this stage.

Legal

There are no special legal implications for the proposal, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway. The parking concerns of businesses and footway accessibility issues are relevant considerations in deciding whether to make this form of order.

The outcome of the previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

Corporate Property and Construction

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

Relevant Service Groups

None identified at this stage

6. BACKGROUND PAPERS

Petition from traders in Station Road, West Drayton