

# PETITION REQUESTING A PARKING MANAGEMENT SCHEME AND ONE-WAY WORKING FOR MONEY LANE, WEST DRAYTON

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin, Residents Services
<b>Papers with report</b>	Appendix A

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents of Money Lane, West Drayton requesting a Parking Management Scheme and one-way working for their road.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls and road safety.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services.
<b>Ward(s) affected</b>	West Drayton

## 2. RECOMMENDATIONS

**Meeting with the petitioners, the Cabinet Member:**

- 1. listens to their request for a Parking Management Scheme to be introduced in Money Lane.**
- 2. subject to the outcome of the above, decides if the request for a parking scheme could be added to the Council's future parking scheme programme for further investigation and more detailed consultation when resources permit.**
- 3. considers their request for a one-way working in Money Lane, notes the fact that this road serves a number of cul-de-sacs who would also undoubtedly have an opinion on such an idea, and, subject to the discussion at the petition hearing, considers asking officers to add the petitioners' request to the forward Road Safety Programme for further investigation.**

## Reasons for recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking and road safety forward programme.

## Alternative options considered / risk management

These will be discussed with petitioners.

## Policy Overview Committee comments

None at this stage.

## **3. INFORMATION**

### Supporting Information

1. A petition with 54 signatures has been submitted to the Council from residents of Money Lane, West Drayton. In an accompanying statement the lead petitioner details the residents' concerns as:

*"Money Lane is often heavily over-parked. Vehicles are frequently there for long periods, that is throughout the day or even weeks. Many residents have speculated that this is due to commuters (something that will increase with the advent of Cross Rail) and or on-street parking associated with airport - both because of the close proximity to the U3 bus route and possible some commercial parking interests.*

*The situation exacerbates difficulties associated with parents parking to take or collect children to/from Saint Catherine's Church School at the eastern end of the road. The road is extremely narrow in that area and some parents park irresponsibly making it very dangerous for residents trying to use the road way, service vehicles such as the refuse truck and the mini bus service the residents of the accommodation located at the other end of the road. On many occasions it would be impossible for emergency vehicles to pass through the area without delay.*

*The pavement through this narrow section is also of sub-standard width making it dangerous for residents and children walking to school. Long-term parking on the one side outside Saint Catherine's Church Hall and Vicarage means that vehicles leaving Money Lane at the eastern end have to approach the Green on the wrong side of the road, frequently up to the actual junction. This makes the entrance blind for those coming into the road and is likely to lead to an accident. In the colder months some parents also park with their engines running having arrived early to find a spot. This is not only an offence but increases exposure of young children to localised pollution while their parents walk them through the parked vehicles.*

*The junction of Frays Close with Money Lane is effectively a "T" junction. It only has double yellow lines on the one bend which leads to parking immediately up to the junction on Frays Close and the other side in Money Lane. There are usually cars parked up to the double yellow lines on the other side of the intersection. This means that cars travelling in the opposite directions are travelling on the same side of the road.*

*There is a narrow stretch of Money Lane between Copse Close and the junction with Frays Close. This stretch is usually double banked (apart from the odd part where residents fed-up*

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*with the situation have paid for cross-overs). It is frequently difficult to get an ordinary family car through that part and would either prevent or cause significant delays to emergency vehicles. I believe that this constriction of the available road often means that the mini bus serving the accommodation at that end of Money Lane has to perform a three-point-turn either into Copse Close (also heavily parked at that junction) or on the forecourt to private garages in the same area."*

2. Money Lane is a mainly residential road and the layout of the highway has changed little since the Ordnance Survey mapped the area in 1897. The carriageway and footway is narrow in places which reflect the time when this part of the highway network was constructed. St Catherine's School and Church are located at the eastern arm of Money Lane.

3. Money Lane runs effectively in a loop to the west of The Green/Mill Road, with no other exit points to the wider highway network and, although it provides access to a number of other side roads such as Catherine's Close, Brooklyn Way, Wren Drive, Frays Close and Copse Close, it should be noted that all of these roads are cul-de-sacs and there is no other means of access to each of them other than via Money Lane itself.

4. Although the lead petitioner mentions several concerns in the covering statement submitted with the petition, they helpfully set out some outcomes they would like to see to address their concerns which they have summarised as the following:

*"A Parking Management Scheme with permits for residents. Double yellow lines to address irresponsible parking - especially on all side of the junction with Frays Close and in the area of the narrow section between Brooklyn Way (opposite to the school playing field) up to the section opposite the junction with Wren Drive. A one-way road system at least between the entrances from the Green to the junction with Wren Drive. Although, some residents canvassed have expressed the view that it should cover the whole of Money Lane".*

5. The Cabinet Member will be aware the installation of a Parking Management Scheme in one road can often have the effect of transferring parking to other nearby roads that currently do not experience issues with non-residential parking. It is therefore suggested that, subject to the outcome of discussions with petitioners, officers liaise with Ward Councillors to establish if there are other roads in the area which could benefit from being included in a wider consultation on options to manage parking.

6. Petitioners have also requested that consideration should be given to the introduction of a one-way system in part or for the length of the road. The implementation of a one-way working scheme is often a contentious issue but the narrow nature of certain parts of this road, and with vehicles parking on one side, effectively restricts the width of the road to one running lane.

7. The request for a one-way working may have merit since the distance residents may need to travel to reach their destination is relatively short. On the other hand, petitioners should bear in mind the fact that traffic speeds in one-way roads inevitably become higher for the simple reason that drivers know they will not meet traffic coming the other way. There is clearly therefore a road safety aspect to be considered.

8. It is also highly likely that some of the residents living in the cul-de-sacs mentioned above may have strong opinions on the merits, or otherwise, of any one-way system, especially if it makes parts of their journey to or from The Green/Mill Road more onerous. There is no previous work on considering such an idea in the area and it is likely that the consultation involved would be

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## PART I – MEMBERS, PUBLIC AND PRESS

extensive. With this in mind, the Cabinet Member may wish to seek the level of support for what might be a contentious idea from the petitioners as well as his Ward Member colleagues.

9. It is therefore recommended that, subject to the outcome of discussions with petitioners, the Cabinet Member decides if this request can be added to the Council's Road Safety Programme for further investigation.

### **Financial Implications**

There are none associated with the recommendations to this report. However, if the Council were to consider changing the current parking arrangements in the area or would consider the introduction of a one-way working, funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications noted above.

### **Legal**

There are no specific legal implications arising from the recommendations, which amount to an informal discussion and consultation with residents. A meeting with the petitioners is legitimate as part of a listening exercise, especially where the substance of the request, consideration of the policy, factual and engineering issues with regard to traffic and noise nuisance are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure that there is full consideration of all representations arising, including those which do not accord with the officer recommendations. Accordingly, the Council must balance the concerns of the petitioners with its statutory duty to secure the safe and expeditious and convenient movement of vehicular and other traffic. Should the outcome of the informal discussions with petitioners require that officers add the request to either the Council's Road Safety Programme for subsequent investigation, there will be a need to consider the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2016. Legal Services can provide legal advice on any traffic regulation scheme if so required.

## **6. BACKGROUND PAPERS**

NIL.