

PARKING ZONE INFORMATION REPORT

Committee name

Property, Highways and Transport Select Committee

Officer reporting

David Knowles, Place Directorate

Papers with report

None

Ward

All

HEADLINES

This report is intended to offer advice to Members of the Property, Highways & Transport Select Committee on local parking management, in accordance with their request for an information report looking at Parking in the vicinity of the Crossrail (Elizabeth Line) Stations in Hillingdon

RECOMMENDATION

That the Property, Highways and Transport Select Committee note the contents of the report.

BACKGROUND INFORMATION

The Committee posed the question: *'experienced/ anticipated Parking Pressures around West Drayton and Hayes & Harlington as a result of the Elizabeth Line – a report informing Members whether we expect, or have already experienced, issues of car parking displacement leading to increased parking stresses on nearby roads that are not already subject to CPZs or other parking restrictions as a result of the new Crossrail stops at West Drayton and Hayes & Harlington'*

INTRODUCTION

The arrival of the new high-speed Elizabeth Line service has long been awaited as a benefit to residents as well as businesses in the areas adjacent to the two surface stations within Hillingdon, namely Hayes & Harlington and West Drayton. The promised journey times into central London, and the high-quality service with large, air-conditioned rolling stock and modern infrastructure have in turn attracted high levels of development activity in nearby areas, with significant increases in new or upgraded homes.

It is also no surprise that associated with the much-improved rail service there has been a corresponding increase in demand on other transport modes which connect with it, bringing passengers to and from the stations in question. Arguably the biggest rise will be in terms of the other public transport modes; Hayes & Harlington Station in particular already has one of the busiest bus interchanges with links to all points of the compass. The question posed, however, is one of parking pressures.

The parking situation in the local areas around these stations is governed to a significant extent by the range of existing parking management schemes, all detailed below; whilst clearly the demand for parking has risen, the very fact that these already busy areas are covered by well-established schemes, rather than extensive uncontrolled residential streets, is an obvious benefit.

What has tended to happen in recent years is that requests have come in for either modest extensions at the fringes of schemes, or for extensions of the hours of operation, with reports for example of people seeking to park in local roads and travelling by train into central London destinations in the evenings or at weekends. Requests have been considered in petition form and

where appropriate further consultations undertaken with residents in areas generally agreed with the local ward councillors. As ever, the petitions process helps shape the evolution of these PMS.

PARKING MANAGEMENT SCHEMES NEAR HAYES & HARLINGTON

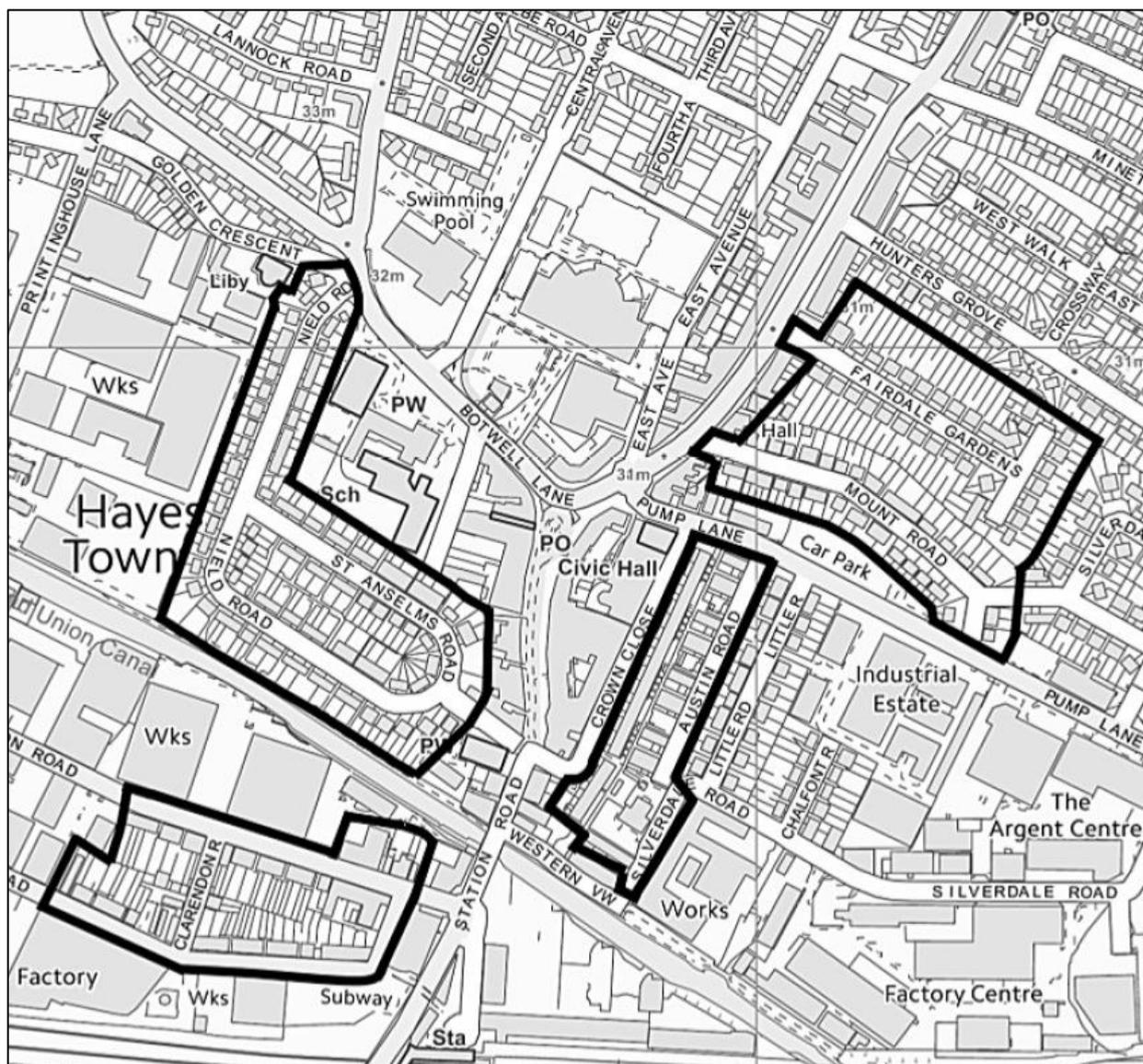
Parking Management Schemes in the general area of Hayes and Heathrow are split into discreet areas.

HAYES PARKING ZONE 'HY1'

The Hayes scheme originated as the 'HY1' zone, close to the town centre and first came into operation in May 2004. It has gradually expanded to roads beyond the town centre, mostly where commuter related parking has been identified as an issue.

In December 2022 there were proposals to extend the Hayes PMS to Hyde Way which is situated off North Hyde Road, the outcome of which will be reported to the Cabinet Member and Ward Councillors to consider in due course.

There was a petition from residents heard by the Cabinet Member for Property, Highways and Transport in November 2022, seeking a resident-focused PMS in Coldharbour Lane; it was agreed that this proposal will be taken forward to informal and then formal stages this year.

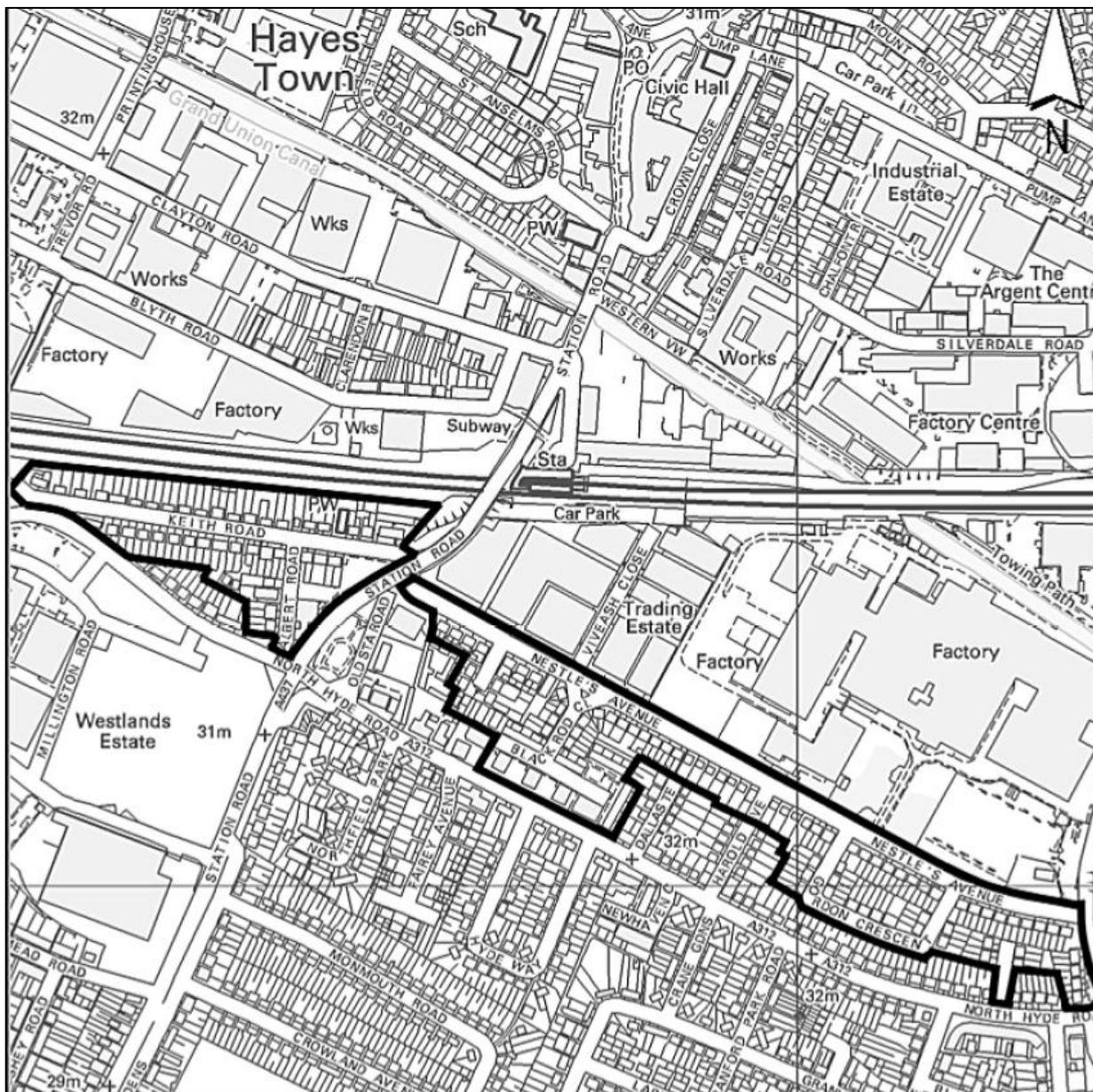


Above: Hayes Parking Management Scheme 'HY1'

It should be appreciated that the plan of HY1 above only tells part of the parking story in Hayes Town Centre; there are extensive on-street parking controls including a dedicated 'stop and shop' arrangement as well as various off-street car parks, including one in Pump Lane and others linked to the shops fronting Station Road and Crown Close. Changes were made to the on-street parking arrangements near St Anselm's Church as a consequence of local representations. Network Rail owns a dedicated car park for Hayes & Harlington Station which is situated to the south of the railway, and is accessed via Nestles Avenue. Additional accessible car parking is available in Blyth Road, there is also a covered public car park nearby, and more parking is being arranged in conjunction with Network Rail at the Station Approach junction with Station Road.

HAYES PARKING ZONE 'HY2'

A further resident-focused parking zone is situated to the south of Hayes & Harlington Station, in the form of HY2. This principally addresses parking pressures in Keith Road and Nestles Avenue, the latter expanded in line with the growth of development activity on the large area between the rail line and Nestles Avenue itself; S106 funding will support further work here on the PMS.

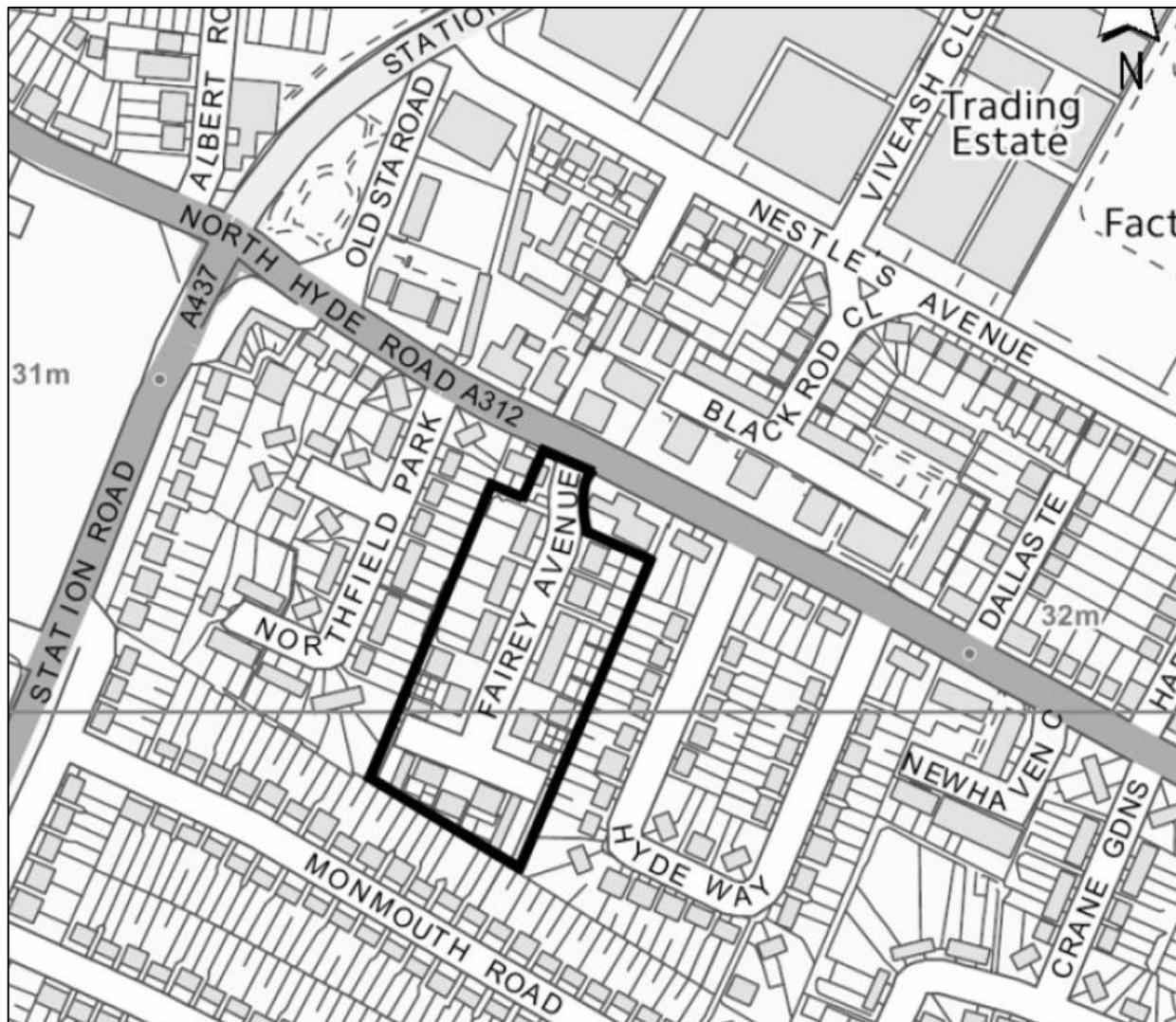


Above: **Hayes Parking Management Scheme 'HY2'**.

Note the access to the Network Rail car park on the southern side of the railway, via Viveash Close.

HAYES PARKING ZONE 'HY4'

Zone HY4, just south of North Hyde Road and a short walk to Hayes & Harlington Station, was implemented as a result of a petition from residents, and some time later the times of operation were extended following a second petition. Adjacent to Fairey Avenue, as the plan below shows, there is Northfield Park, who have petitioned a couple of times for a PMS, but on both occasions the scheme was subsequently rejected and there has been very mixed support each time

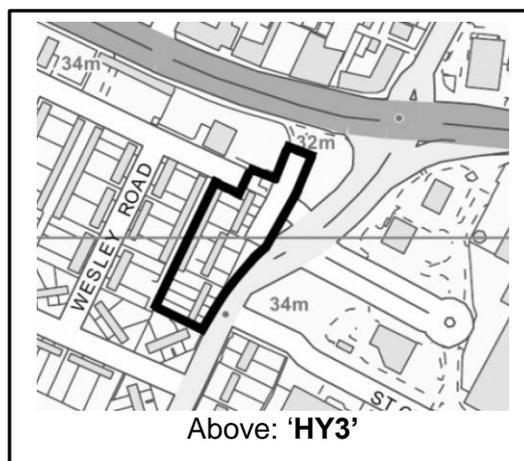


Above: Hayes Parking Management Scheme 'HY4'

There is also a further small zone, **HY3**, at the top end of Coldharbour Lane at the Uxbridge Road junction (see at right).

HEATHROW

The Heathrow PMS was first introduced as an experimental scheme in February 1998 and later made permanent in August 1999. It has been gradually extended in the roads within Harlington up to the M4 boundary with the most recent extension in March 2021 which included Kiln Close, Richards Close, St Pauls Close and St Peters Way, Harlington.

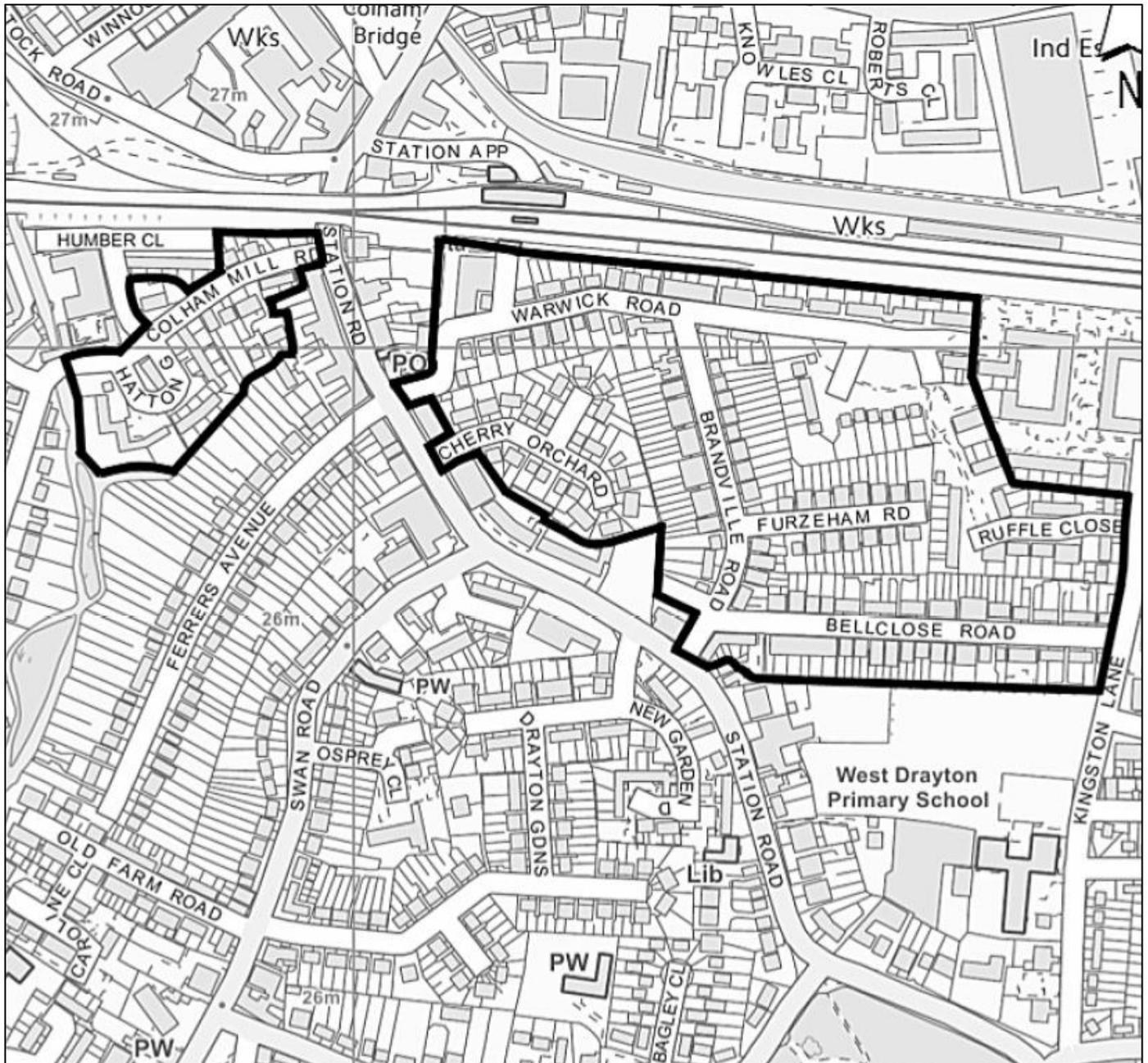


Above: 'HY3'

PARKING MANAGEMENT SCHEMES NEAR WEST DRAYTON

The West Drayton PMS came into operation in September 2010. The scheme has been regularly expanded over the years into various Zones expanding southwards (details of all seven have been included for information).

There are active proposals in Drayton Gardens for a possible extension to the scheme which was subject to formal consultation in December 2022, the outcome of which will be reported to the Cabinet Member and Ward Councillors to consider in due course.



Above: **West Drayton Parking Management Scheme WD1**; station is to the north

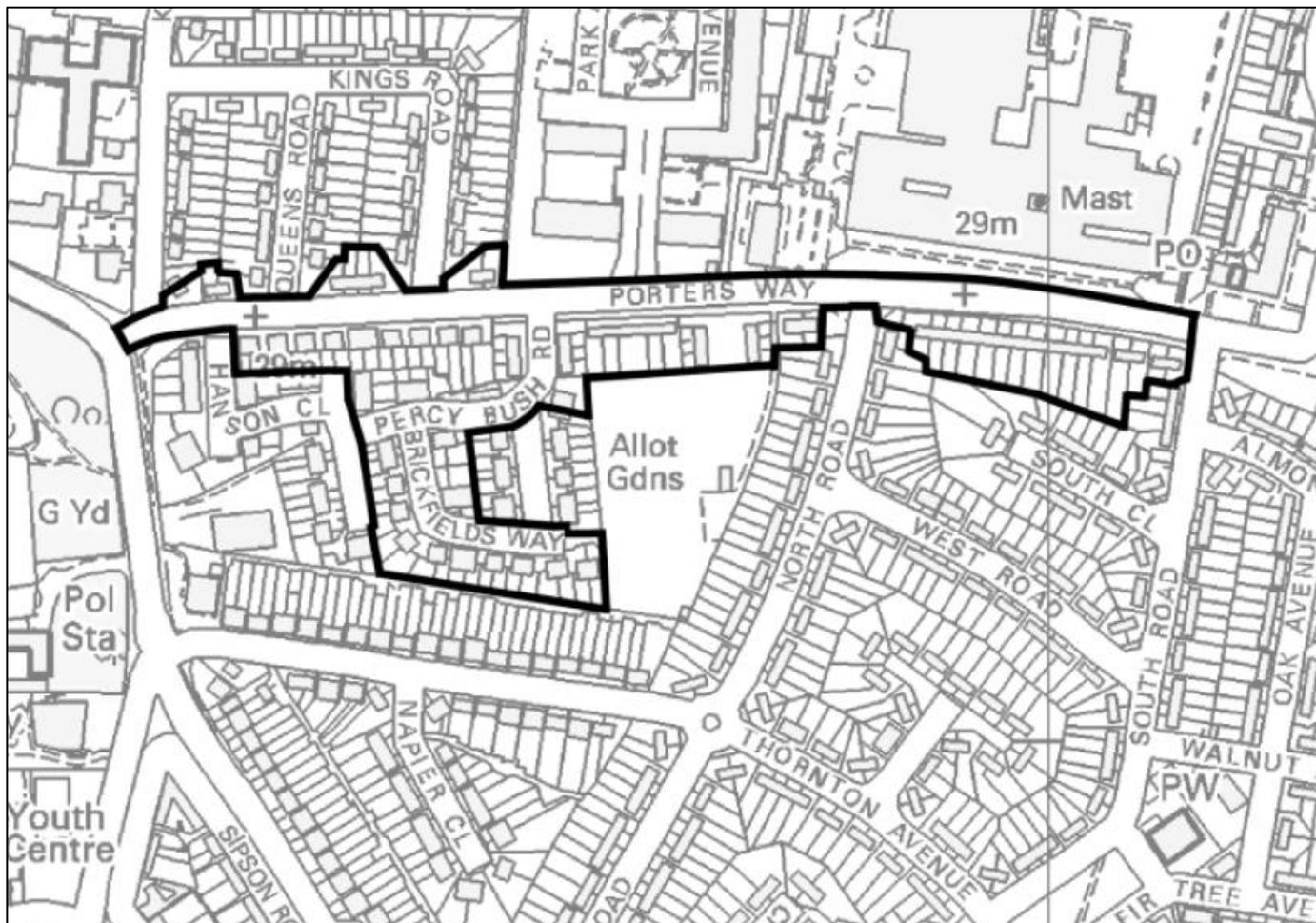
The main 'WD1' scheme lies close to the southern side of the railway, with key roads on the eastern side of Station Road including Warwick Road, Brandville Road, Bellclose Road; whilst on the western side of Station Road, the scheme extends into part of Colham Mill Road.

A petition was heard by the Cabinet Member in October 2022, and whilst the original thrust of the petition was about traffic calming, testimony at the actual petition hearing showed that there were also concerns from petitioners about the influx of non-residential parking at certain times; it was

agreed that these issues would be further discussed with ward councillors and this is intended to take place this spring as a next step in review of the scheme.

As noted in the discussion of the Hayes schemes above, there are of course other parking controls such as yellow lines and stop and shop measures on the main thoroughfare of Station Road and High Street Yiewsley.

The second West Drayton PMS, 'WD2', is situated to the south, in Porters Way and some of the adjacent residential roads. A map of WD2 is shown below; this scheme evolved largely in the wake of the extensive residential development to the north and east of the main section of Porters Way.



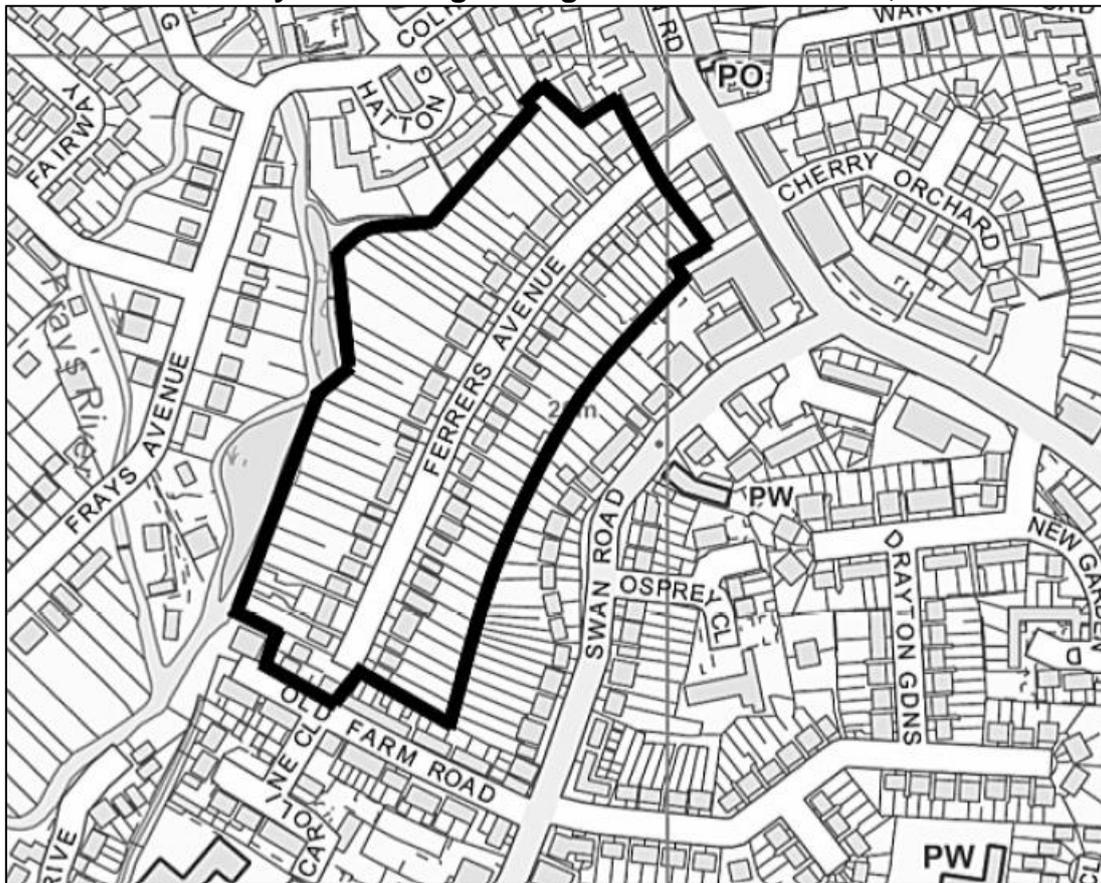
Above: **West Drayton Parking Management Scheme WD2** (about ½ mile south of station)

Next, in terms of West Drayton, and closer to the area of interest to the present report, there is zone **WD3** (shown overleaf below). This zone is centred on Frays Avenue, to the south and west of the town centre, but still fairly close to the rail station.

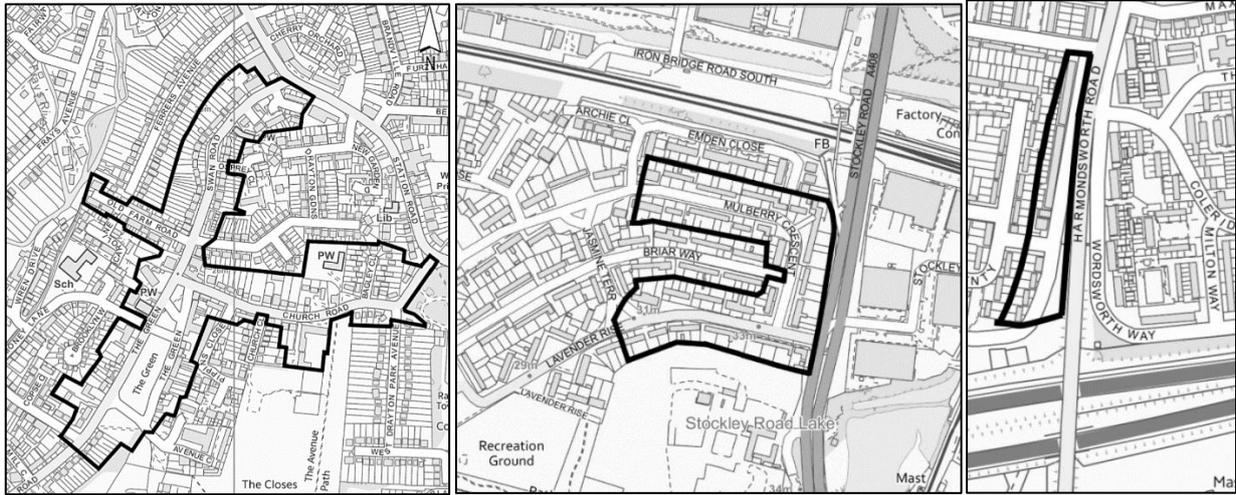
Similarly Zone **WD4** is centred on Ferrers Avenue, thus between WD3 and Swan Road; it is also within a short walking distance of the Elizabeth Line station and other amenities. These zones are shown in the two maps below.



Above: **West Drayton Parking Management Scheme WD3**; Below: **WD4**

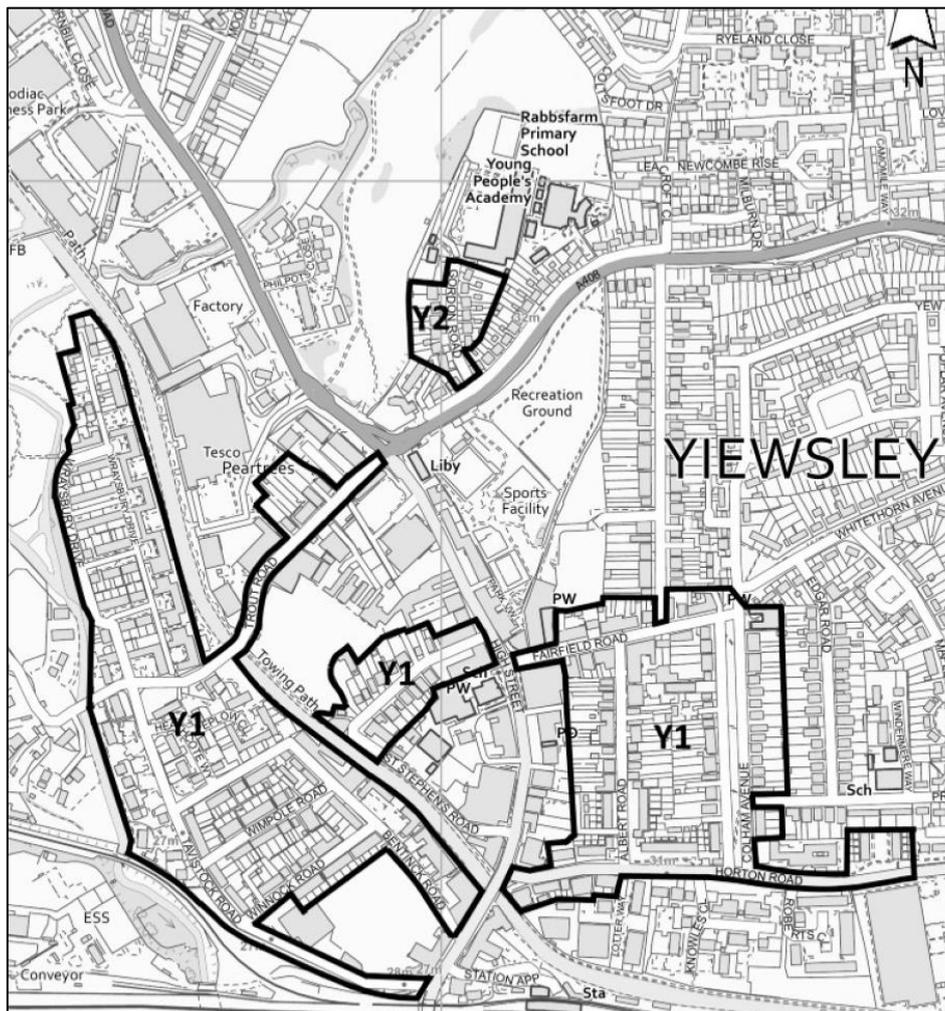


Below: further south from the town centre are, (left) **WD5** (centre) **WD6** and (right) **WD7**



YIEWSLEY

The Yiewsley PMS also came into operation in September 2010 and has been gradually expanded ever since. There have been informal proposals to extend the scheme as recent last year to include Whitethorn Avenue and Providence Road. The last extension to the Yiewsley PMS was introduced in Wraysbury Drive in January 2021.



Above: **Yiewsley PMS: map showing both Y1 and Y2 (station to the south)**

As the map of Y1 and Y2 shows, there is comprehensive coverage of the residential roads in the vicinity and north of West Drayton Station, which appears at the bottom edge of the map.

RESIDENT BENEFIT

The report sets out the existing network of parking management schemes in the area requested by Members.

FINANCIAL IMPLICATIONS

This report was requested as a review of the schemes which are in place.

BACKGROUND PAPERS

NIL.