

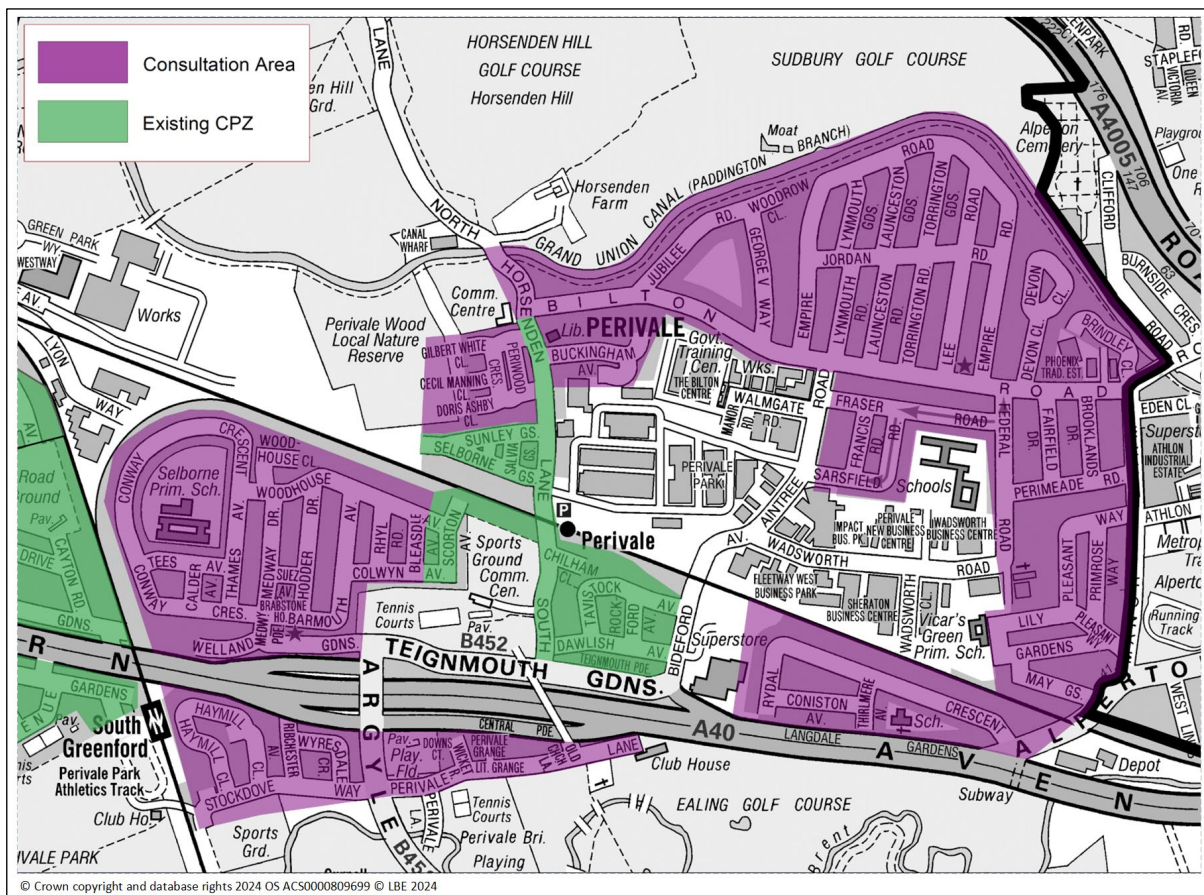
Background

Complaints regarding parking, were initially received from residents at the western end of Fraser Road. It was suggested that the parking generated by the various businesses from the adjacent industrial area, was encroaching on available parking for residents. A petition was submitted to the council and the area was put forward for consultation. The council and local Ward Members have also received various parking complaints from residents of Old Church Lane and Perivale Lane.

It has been several years since any residents of Perivale were last consulted on parking issues in the area, and so the consultation area was widened to include most of the ward and provide residents with the opportunity to give their views on parking in Perivale.

It is important to note, that the area defined in purple in both Plans 1 and 2, is the consultation area, not an area being proposed for controlled parking. Residents were informed that depending on the response to the consultation, controlled parking measures may be introduced in all or part of this area.

Plan 1: Consultation area and existing controlled parking zones



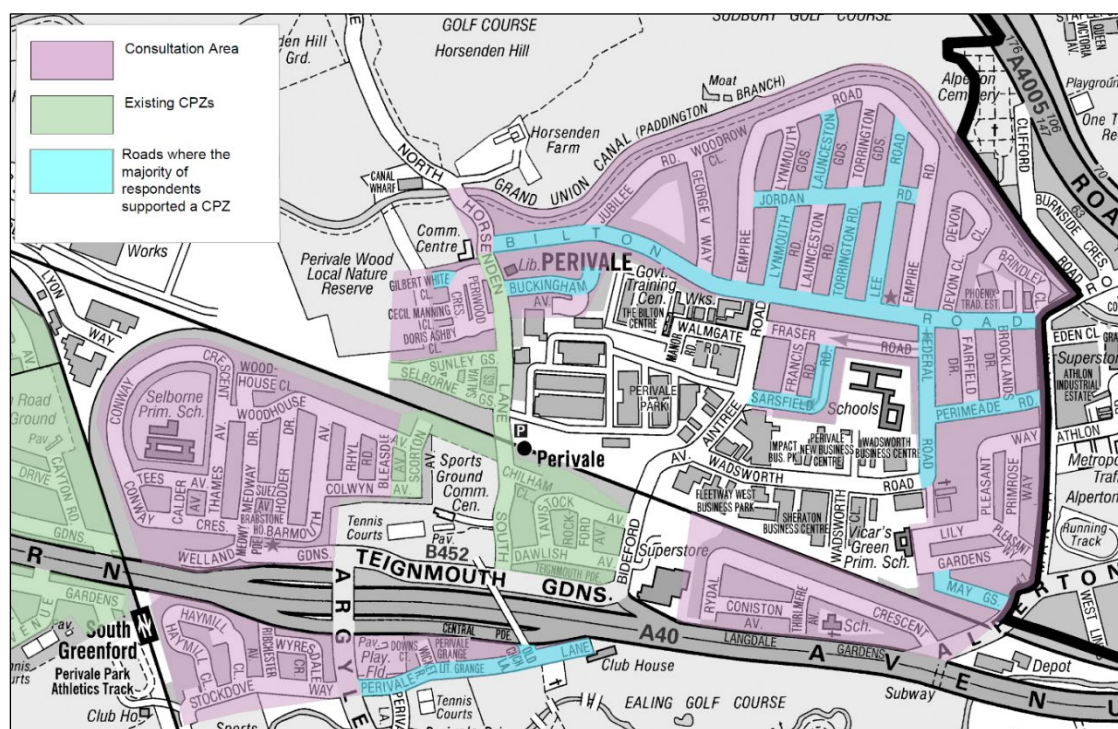
Survey results

Table 1: Would you like a CPZ introduced in your street?

Street	Nbr of addresses	Returns	Response rate	Yes	%	No	%
Alperton Lane	26	1	4%	0	0%	1	100%
Barnmouth Avenue	130	23	18%	1	4%	22	96%
Bideford Avenue	117	0	0%	0	0%	0	0%
Bilton Road	441	33	7%	18	55%	15	45%
Bleasdale Avenue	34	7	21%	0	0%	7	100%
Brooklands Drive	36	3	8%	1	33%	2	67%
Buckingham Avenue	228	16	7%	11	69%	5	31%
Calder Avenue	20	6	30%	0	0%	6	100%
Cecil Manning Close	26	1	4%	0	0%	1	100%
Colwyn Avenue	50	6	12%	0	0%	6	100%
Coniston Avenue	68	5	7%	2	40%	3	60%
Conway Crescent	274	59	22%	8	14%	51	86%
Devon Close	124	15	12%	7	47%	8	53%
Doris Ashby Close	15	0	0%	0	0%	0	0%
Empire Road	332	52	16%	24	46%	28	54%
Fairfield Drive	44	14	32%	6	43%	8	57%
Federal Road	90	14	16%	8	57%	6	43%
Francis Road	24	10	42%	5	50%	5	50%
Fraser Road	154	15	10%	7	47%	8	53%
George V Way	92	15	16%	6	40%	9	60%
Gilbert White Close	36	3	8%	2	67%	1	33%
Haymill Close	180	15	8%	2	13%	13	87%
Hodder Drive	115	17	15%	2	12%	15	88%
Horsenden Lane South	30	4	13%	1	25%	3	75%
Jordan Road	83	18	22%	11	61%	7	39%
Jubilee Road	94	19	20%	3	16%	16	84%
Launceston Gardens	45	7	16%	4	57%	3	43%
Launceston Road	55	8	15%	3	38%	5	63%
Lee Road	120	11	9%	7	64%	4	36%
Lily Gardens	85	13	15%	2	15%	11	85%
Lynmouth Gardens	33	7	21%	3	43%	4	57%
Lynmouth Road	58	7	12%	5	71%	2	29%
Manor Farm Road	74	3	4%	1	33%	2	67%
May Gardens	42	1	2%	1	100%	0	0%
Medway Drive	98	28	29%	7	25%	21	75%
Medway Parade	71	7	10%	0	0%	7	100%
Old Church Lane	31	15	48%	15	100%	0	0%
Parva Grove	108	3	3%	1	33%	2	67%
Perimeade Road	79	12	15%	7	58%	5	42%
Perivale Lane	93	18	19%	13	72%	5	28%
Periwood Crescent	168	10	6%	5	50%	5	50%
Pleasant Way	93	10	11%	3	30%	7	70%

Street	Nbr of addresses	Returns	Response rate	Yes	%	No	%
Primrose Way	50	6	12%	2	33%	4	67%
Rainbird Close	9	0	0%	0	0%	0	0%
Rhyl Road	47	6	13%	3	50%	3	50%
Ribchester Avenue	61	8	13%	0	0%	8	100%
Rydal Crescent	262	30	11%	13	43%	17	57%
Sarsfield Road	70	12	17%	7	58%	5	42%
Stockdove Way	15	0	0%	0	0%	0	0%
Tees Avenue	64	10	16%	1	10%	9	90%
Thames Avenue	97	15	15%	1	7%	14	93%
Thirlmere Avenue	12	0	0%	0	0%	0	0%
Torrington Gardens	56	11	20%	2	18%	9	82%
Torrington Road	57	7	12%	5	71%	2	29%
Welland Gardens	61	6	10%	2	33%	4	67%
Western Avenue	223	9	4%	1	11%	8	89%
Wicket Road	70	3	4%	0	0%	3	100%
Woodhouse Avenue	84	12	14%	4	33%	8	67%
Woodhouse Close	24	5	21%	2	40%	3	60%
Woodrow Close	24	3	13%	0	0%	3	100%
Wyresdale Crescent	92	17	18%	2	12%	15	88%
Total	5494	691	13%	247	36%	444	64%

Plan 2: Map showing the location of those roads in support of a CPZ



Analysis and considerations

Overall, a total of 691 valid responses were received during this consultation. This equates to a response rate of 13% which is around average for a consultation of this kind. Of those responses, 36% of respondents supported the introduction of controlled parking in their street, with 64% opposed.

As is usual practice, the responses are also analysed street by street. This analysis showed that there are a number of individual streets that support a CPZ. This data was then presented on a map, with Plan 2 highlighting those streets where most respondents supported a CPZ.

Mapping the responses in this way, shows a group of roads north of and including Bilton Road, where there is a concentration of support for a CPZ.

When considering the responses from this area in isolation, there is a higher percentage in support, but the majority are still opposed to the introduction of a CPZ – Table 2.

Table 2: Would you like a CPZ introduced in your street?

Street	Nbr of addresses	Returns	Response rate	Yes	%	No	%
Bilton Road	441	33	7%	18	55%	15	45%
Buckingham Avenue	228	16	7%	11	69%	5	31%
Devon Close	124	15	12%	7	47%	8	53%
Empire Road	332	52	16%	24	46%	28	54%
George V Way	92	15	16%	6	40%	9	60%
Jordan Road	83	18	22%	11	61%	7	39%
Jubilee Road	94	19	20%	3	16%	16	84%
Launceston Gardens	45	7	16%	4	57%	3	43%
Launceston Road	55	8	15%	3	38%	5	63%
Lee Road	120	11	9%	7	64%	4	36%
Lynmouth Gardens	33	7	21%	3	43%	4	57%
Lynmouth Road	58	7	12%	5	71%	2	29%
Parva Grove	108	3	3%	1	33%	2	67%
Torrington Gardens	56	11	20%	2	18%	9	82%
Torrington Road	57	7	12%	5	71%	2	29%
Woodrow Close	24	3	13%	0	0%	3	100%
Total	1950	232	12%	110	47%	122	53%

The area north of Bilton Road, has three defined sections, with no through roads between them. They can only be accessed from Bilton Road. From left to right:

1. Jubilee Road, Woodrow Close and George V Way
2. The central area, bordered by Empire Road
3. Devon Close (Brindley Close is excluded in this instance, as it's a private road)

As shown in Plan 2, the central section is where there was the greatest concentration of support for a CPZ. In view of this, a further breakdown of the responses was analysed in Table 3.

Table 3: Would you like a CPZ introduced in your street?

Street	Nbr of addresses	Returns	Response rate	Yes	%	No	%
Empire Road	332	52	16%	24	46%	28	54%
Jordan Road	83	18	22%	11	61%	7	39%
Launceston Gardens	45	7	16%	4	57%	3	43%
Launceston Road	55	8	15%	3	38%	5	63%
Lee Road	120	11	9%	7	64%	4	36%
Lynmouth Gardens	33	7	21%	3	43%	4	57%
Lynmouth Road	58	7	12%	5	71%	2	29%
Torrington Gardens	56	11	20%	2	18%	9	82%
Torrington Road	57	7	12%	5	71%	2	29%
Total	839	128	15%	64	50%	64	50%

The responses from this central section show a 50/50 split between those in support of introducing a CPZ and those opposed.

Bilton Road

Bilton Road is central to the Perivale area. It is a key link road and bus route. Many residential roads lead off Bilton Road and as such, it is integral to any process of consideration to introduce controlled parking in the area.

The responses received from Bilton Road, show that there was support for a CPZ, but the response rate was low (7%).

There are two hypothetical scenarios to consider. Scenario one, inclusion of Bilton Road within a CPZ, together with those roads listed in Table 2. While this would form a coherent zone, the response in Table 2 shows a majority opposed to a CPZ. Furthermore, parking would simply be displaced into those roads south of Bilton Road. Scenario two, exclusion of Bilton Road from a proposed zone, with a CPZ formed of those roads listed in Table 3. Exclusion of Bilton Road, would result in it being susceptible to parking displaced from controlled roads. This would not only impact residents but cause further congestion and likely delays to the bus route.

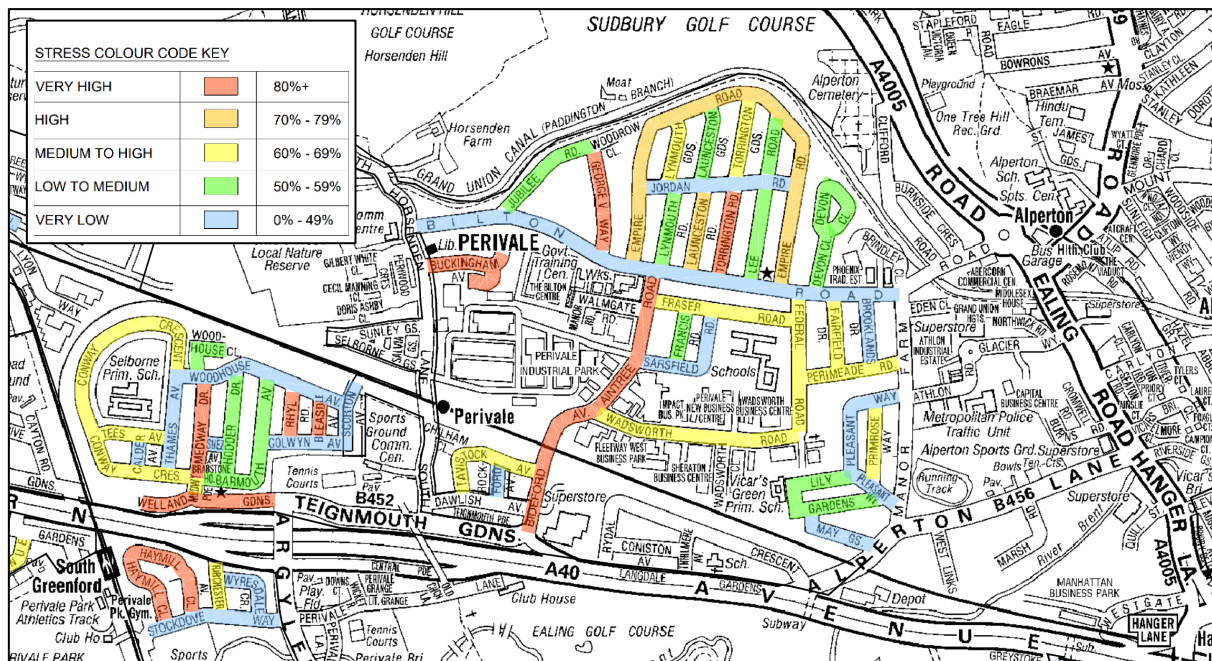
The purpose of these hypothetical scenarios is to emphasise that Bilton Road is central to any decision. To include it in zone, would require the inclusion of an area that was generally opposed to a CPZ. To exclude it, would exacerbate current issues and create new ones.

Parking Survey Data

To provide some additional context, an overview map of parking survey data is provided in Plan 3 below. This borough-wide survey was carried out in 2019 and is the most recent parking data the council currently possesses. Every two hours the number of vehicles parked were counted, and the average over the course of these times is presented here. Roads are shaded in accordance with the average parking occupancy. For example, Torrington Road is shaded red, which indicates that on average parking was at 80% full (or more) during the recorded times.

While there is some correlation between the survey data and the response to this consultation, it is our view that it is not significant enough to determine a need for controlled parking. It is quite possible that during the 5 years since this survey was carried out, parking pressures have increased. However, in the absence of more recent survey data, the feedback from residents can usually be considered a good indication of current parking conditions.

Plan 3: Map showing parking survey data



Recommendation

The response to the consultation shows there to be some support for a CPZ, and there is quite a defined area of where most of this support stems from (Table 3). However, even within that area, views were divided, and the response rate is relatively low; this combination of factors would usually suggest that parking pressures are not substantial or at least not impactful to the majority of residents. In view of this, officers do not believe controlled parking should be introduced in the area at this time.

Perivale Lane, Old Church Lane and Wicket Road

As shown in plan 1, Perivale is formed of a several defined residential areas, divided by main roads and the A40. One such area is formed of Perivale Lane, Old Church Lane and Wicket Road.

In the last couple of years, Ward Councillors and council officers, have received various parking complaints from residents of Perivale Lane and Old Church Lane. Perivale Lane is a narrow, two-way road, which residents inform us is often used as a cut through between the A40 and Argyle Road (via the Mylett Arms Pub). In addition to the pub, it's home to a Premier Inn hotel, Ealing golf club, Ealing Hockey Club, St Benedict's School and Hanwell Town football stadium. Most, if not all these venues possess their own parking onsite, but some residents have cited that parking capacity at these venues can be limited at times and this can lead to an overspill onto the surrounding roads.

However, having reviewed the comments received from residents, the most commonly cited cause of parking pressure is the new block of flats on Western Avenue, referred to as the Westlinks. This block contains over 50 flats, with less than 10 parking spaces provided. This ratio is often a planning requirement, with properties classified as low-car housing or car free developments. This means that the majority of owners/residents are not allocated a parking space and are discouraged from private car ownership. This is intended to encourage the use of alternative means of travel, such as cycling, public transport or car clubs. However, despite many such developments being located in close proximity to public transport links (Perivale Station is less than a 10-minute walk) many of these residents may still possess a private motor vehicle and with nowhere onsite to park them, will naturally seek the nearest available on street parking; in this case, primarily on Old Church Lane which is a 1-minute walk away.

Table 4: Would you like a CPZ introduced in your street?

Street	Nbr of addresses	Returns	Response rate	Yes	%	No	%
Old Church Lane	31	15	48%	15	100%	0	0%
Perivale Lane	93	18	19%	13	72%	5	28%
Wicket Road	70	3	4%	0	0%	3	100%
Total	194	36	19%	28	78%	8	22%

Table 4 shows a breakdown of responses received from Old Church Lane, Perivale Lane and Wicket Road. The response from Old Church Lane in particular, shows clear support for controlled parking. A 48% response rate is substantially above the average usually obtained for a consultation of this kind and is the highest received from any road consulted as part of this consultation.

The response from Perivale Lane was not quite as emphatic, but there is still a clear majority in support for a CPZ from those that responded. This is despite the fact that many of these properties have off-street parking and are less impacted by

availability on street. However, the comments received from several residents on Perivale Lane, also suggest that vehicles are parking closely either side of their driveways, which is restricting their view and accessibility to and from their drive.

Lastly, Wicket Road. Fewer responses were received and those that did respond, were opposed to a CPZ. Neither of these two outcomes were surprising, as Wicket Road has a substantial volume of private parking. If this parking is already enforced by a private contractor, then the parking is in effect 'controlled' and therefore it is understandable for the majority of these residents to have little need or interest in a CPZ.

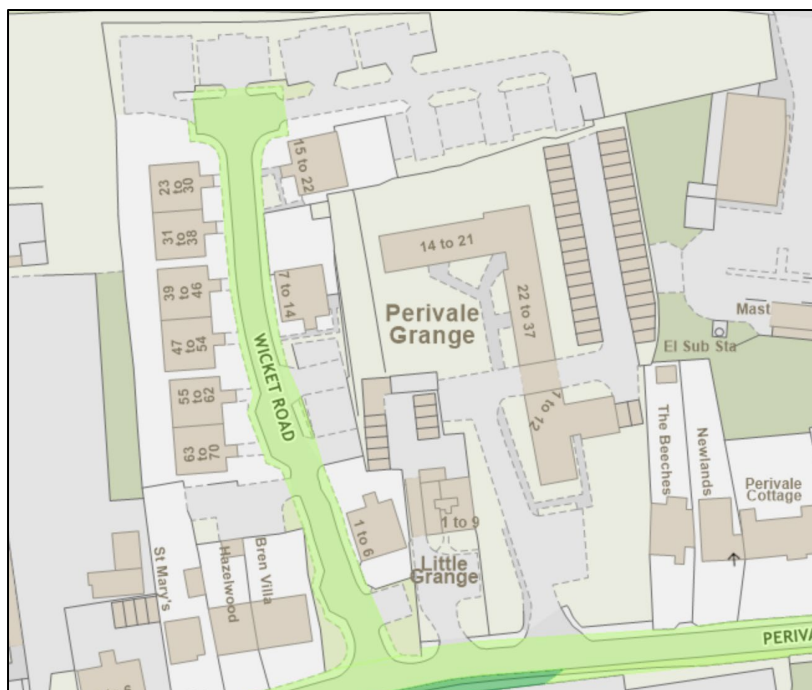
Recommendation

The response from Old Church Lane in particular, is very high both in terms of response rate and level of support. This alone suggests that there is a parking issue that should be addressed and controlled parking is recommended. While the issues on Perivale Lane are less impacting on parking availability for residents, there are access and traffic flow issues to be addressed. Furthermore, if controlled parking is introduced within Old Church Lane, motorists will naturally seek the next nearest available free parking. In view of this, it is recommended that controlled

parking also be introduced along Perivale Lane. This will also enable us to address the issues of driveway access and traffic flow.

In terms of Wicket Road, the situation is slightly more complicated. The majority of parking for residents is private, is most likely already being enforced and cannot be brought into a council CPZ. However, what many may not realise, is that the main trunk of Wicket Road, is public highway. As shown in Plan 4.

Plan 4: Wicket Road plan showing public highway



This means that the parking here is not currently controlled and not subject to the same enforcement as the private parking areas. The low response rate and general

opposition to CPZ proposals from residents of Wicket Road, would suggest that there isn't currently a parking issue here. Therefore, we believe the best option is to exclude for now but monitor and review if necessary. It's possible that because Wicket Road has the general appearance of a private road, motorists seeking free parking in the area choose to avoid it. If that's the case, this impression may continue to discourage motorists even once controls are introduced in adjacent roads. This can be monitored and if residents report parking issues, the arrangements can be reviewed with further consultation with residents of Wicket Road.

However, we would at the very least recommend taking the opportunity to introduce waiting restrictions (double yellow lines) and its junction with Perivale Lane. This is standard practice and will ensure sight lines and accessibility are maintained for motorists and pedestrians.

It should also be noted, it is unusual to introduce a controlled parking zone within only two roads, as small zones do not generally resolve the issue of local parking displacement. However, in this instance, not only do Perivale Lane and Old Church Lane form a naturally segregated zone to the east of Argyle Road, Stockdove Way to the west is where parking may be displaced to, and this is a road with few residential frontages and greater capacity to accommodate parking.

Buckingham Avenue

Buckingham Avenue is managed by Housing, and while the main trunk of the road is adopted public highway, the road is very narrow and so the majority of the parking is primarily formed of off-street parking areas on Housing land. A number of parking issues have arisen in Buckingham Avenue in the last few years, primarily because of a new Housing development being built on the site of existing parking spaces. This has reduced the overall parking capacity in the area, increasing demand for the remaining spaces. What is quite evident, is that the cul-de-sac has insufficient parking capacity for the number of properties located within. This will likely be exacerbated when the new development is fully occupied.

Buckingham Avenue is located just outside of the existing Perivale CPZ (Zone P) – however residents can already buy permits to park within that zone, with the nearest bays being located on Horsenden Lane South.

Recommendation

Those residents that responded to the consultation, supported a CPZ and officers are aware of parking issues within Buckingham Avenue. Given that the majority of land is Housing, it is recommended that Highways explore options with Housing to bring the area under council control and prioritise parking for residents. There are similar Housing areas in the borough that have been brought successfully under control, so a similar process can be followed.