

# **Cabinet Members' Decisions**

made on 16 March 2015

Date Issued: 27 July 2015

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**Item**

**Pages**

**1. CONTROLLED PARKING ZONE N CONSULTATION RESULTS**

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**London Borough of Hammersmith & Fulham**

**(CABINET MEMBER DECISION)**

**16<sup>th</sup> March 2015**

**Controlled Parking Zone N Consultation Results**

**Report of the Cabinet Member for Environment, Transport and Resident Services.**

**Open Report**

**Classification - For Decision**  
**Key Decision: No**

**Wards Affected: College Park & Old Oak Ward**

**Accountable Executive Director:** Mahmood Siddiqi – Director for Transport & Highways

**Report Author:** Carl Gellard – Project Engineer

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AUTHORISED BY: .....

The Cabinet Member has signed the report.

DATE: 16 March 2015.....

## **1. EXECUTIVE SUMMARY**

- 1.1. In December 2014, a parking review and consultation was carried out in Controlled Parking Zone (CPZ) N. All residents and businesses in the area were given the opportunity to provide feedback on existing parking restrictions and a choice of altering the way in which current controls operate.
- 1.2. This report details the results of the public consultation and provides feedback on the current parking situation in Zone N. It explains the views of the 244 residents and businesses who responded (7.5 per cent of 3,223 properties consulted), on aspects of parking such as hours of control, days of operation and the maximum stay period for pay & display customers. As part of the review we also sought views on whether consultees support the introduction of a dedicated electric vehicle (EV) charging point in the area.
- 1.3. The results showed that there was little support for any changes to the way in which CPZ N operates. However, in the streets east of Wood Lane which are relatively isolated from the rest of CPZ N, respondents have indicated that commuter parking is an issue but opinion is divided on altering the maximum stay period for pay & display customers, introducing permit holder only priority hours and extending the operation hours to include weekends.

## **2. RECOMMENDATIONS**

- 2.1. Based on the results of the consultation and feedback received in the additional comments section of the questionnaire, it is recommended that the existing controls in Controlled Parking Zone N are maintained at Monday to Friday, 9am – to 5pm.
- 2.2. A number of responses were received from a cluster of streets in the east of Controlled Parking Zone N (Wood Lane, Caverswall Street, Eynham Road, Glenroy Street, Nascot Street, North Pole Road and Shinfield Street) who would like a maximum stay period introduced for pay and display customers, controls to operate on a weekend and the introduction of permit holder only priority hours to prohibit pay & display parking during certain times of the day or week. Given that there is no overall consensus of support within this area, and the number of responses for and against these options was very close and the number of residents who responded was low 59 (17%), it is recommended that the existing controls are maintained in this area, However, it is recommended that if residents presented the Council with a clear indication of the controls which would be supported in this area, for example, a petition signed by a minimum of 85 (25%) residents in the area, then the Council should re-consult this area again on that specific proposal.
- 2.3. Feedback from the consultation also showed that residents would support the introduction of an Electric Vehicle (EV) charging bay. It is recommended that as part of the 2015/16 parking project programme that Du Cane Road is considered as suitable location to pilot an Electric Vehicle bay.

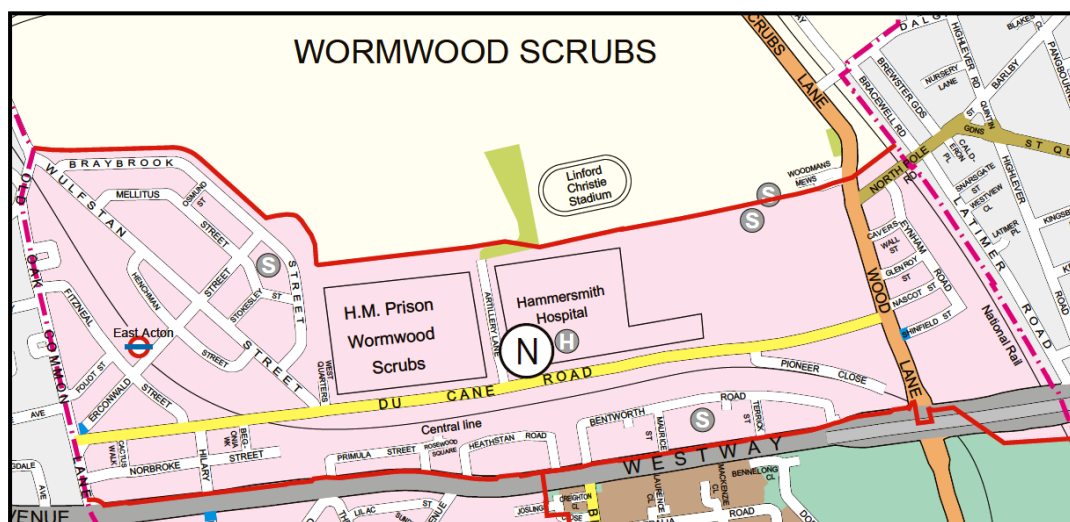
## **3. REASONS FOR DECISION**

- 3.1. Since its introduction in 1997, Controlled Parking Zone N has not been reviewed. As part of the boroughs commitment to review a batch of CPZ's each year, each zone is offered the opportunity to alter the way in which parking controls operate.

## 4. INTRODUCTION AND BACKGROUND

- 4.1. Controlled parking Zone N was introduced in January 1997 and comprises of 27 streets from the Westway in the south of the zone, to Eynham Road in the east and to Old Oak Common Lane in the west, where the borough boundary meets with the London borough of Ealing. Zone N is relatively close to QPR Football Club (Zone J) and Westfield shopping centre (Zone G) and is neighbour to Zone O which operates on Saturday between 9am – 5pm.

### **MAP OF CONTROLLED PARKING ZONE N**



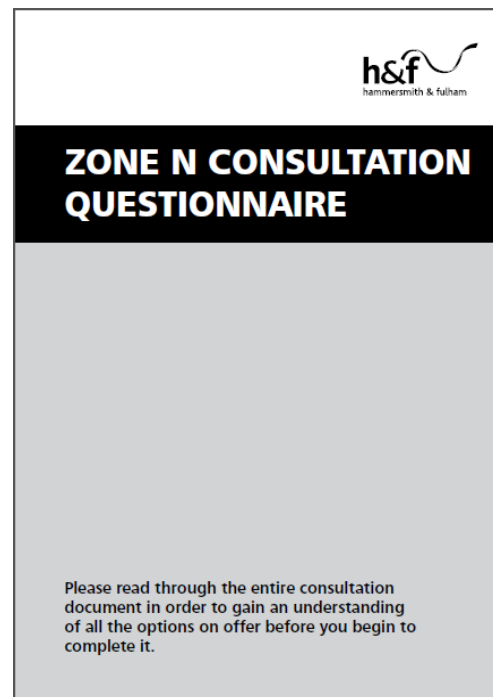
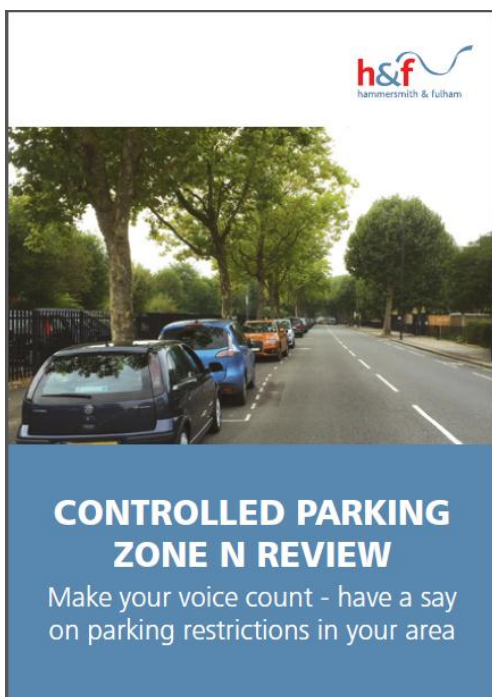
- 4.2. Parking controls in CPZ N operate from 9am to 5pm, Monday to Friday and is available for all residents and businesses who display a valid permit, and for any visitor who purchases a pay & display ticket (up to a maximum of 8 hours). In addition, resident's visitors may park at a cheaper tariff using the Smart Visitor Permit (SVP).
- 4.3. The area has seen an increase in car ownership, new housing developments and improvements to commercial areas. These factors have contributed to increased demand for parking across the borough and generated parking and transport issues in Zone N. It has also been reported that commuter parking has increased since the opening of Westfield in 2008 and there is a displacement of vehicles on QPR match days.

## 5. CONSULTATION

- 5.1. In November 2014, a parking review and consultation was carried out in CPZ N. All residents and businesses in the area were given the opportunity to provide feedback on existing parking restrictions and a choice of altering the way in which current controls operate, such as:
- Altering the start and finish time of CPZ N to a time other than the current 9am - 5pm restriction.
  - Altering the days of the week that the CPZ N operates instead of Monday to Friday.

- Altering the maximum stay period for pay & display customers which is currently 8 hours (the duration of controlled hours in CPZ N).
- Offering permit priority hours and prohibiting pay & display customers during certain times of the day or week.
- Seeking views on whether residents would join a Car Club if a bay was available in the area or support the introduction of a dedicated on-street Electric Vehicle (EV) charging point if there is local demand in the area.

5.2. The consultation document was distributed by Royal Mail to 3,223 Residents and Businesses within Controlled Parking Zone N on 7<sup>th</sup> November 2014. A four week consultation period was given which concluded on Monday 8<sup>th</sup> December 2014. The consultation document was also available to respond to online through the Councils Citizenspace hub.



## CONSULTATION RESULTS AND ANALYSIS

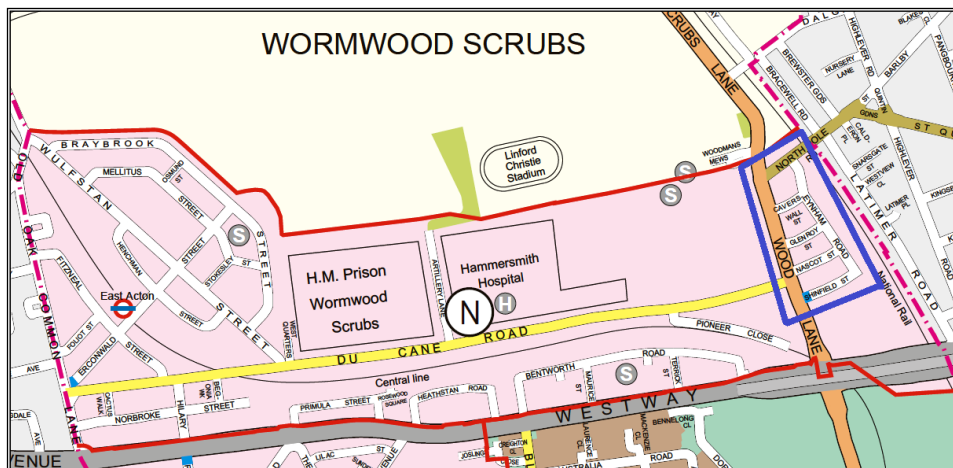
5.3. Of the 3,223 consultation documents distributed, 244 responses were received which is a response rate of **7.5%**. The table below details the results to each question. **Appendix 1** provides a detailed analysis of results from each street.

Consultation Question	Option	Zone N
<b>1:</b>		
Within CPZ N are you a?	<b>Resident</b>	<b>95%</b>
	Business	3%
	Both	2%
<b>2:</b>		
What days should parking controls operate?	<b>Monday to Friday</b>	<b>68%</b>
	Monday to Saturday	15%
	Monday to Sunday	14%

	No response	3%
<b>3:</b>		
If you would like your parking controls to finish at a time other than 9.00am, which time would you prefer?	8.00am	18%
	10.00am	28%
	Other	3%
	<b>No response (Those content with 9.00am)</b>	<b>51%</b>
<b>4:</b>		
If you would like your parking controls to finish at a time other than 5.00pm, which time would you prefer?	6pm	12%
	7pm	5%
	8pm	11%
	Other	11%
	<b>No response (Those content with 5.00pm)</b>	<b>61%</b>
<b>5:</b>		
What should the maximum stay period for pay & display be?	1 Hour	4%
	2 Hours	14%
	4 Hours	20%
	<b>No Maximum Stay</b>	<b>56%</b>
	No Response	6%
<b>6a:</b>		
Are you in favour of introducing a “permit holders only” period, prohibiting pay and display visitors parking during certain times of the day/week?	Yes	29%
	<b>No</b>	<b>68%</b>
	No Response	3%
<b>6b:</b>		
If you answered “yes” to permit priority hours, when would you like controls to operate? (29% represents 71 “yes” responses)	Monday - Friday	21%
	Saturday	28%
	Sunday	15%
	2.00 – 4.00pm	13%
	5.30 – 8.00pm	11%
	6.30 – 8.00pm	3%
	Other	9%
<b>7:</b>		
Would you support the introduction of a dedicated electric vehicle charging point in your area if there was local demand?	<b>Yes</b>	<b>56%</b>
	No	20%
	Don't Know	21%
	No Response	3%

- 5.4. Results of the consultation showed that there was no overall consensus supporting any change to the way in which Controlled Parking Zone N operates (See Appendix 1 for a detailed street by street summary).
- 5.5. Whilst there was no overall support for change, it was noted that towards the east of Zone N as highlighted on the map below and encompassing Wood Lane, Caverswall Street, Eynham Road, Glenroy Street, Nascot Street, North Pole Road and Shinfield Street, residents experience commuter parking particularly on weekends. Thirty comments were received from the consultation from this area, all of which referred to QPR match day parking.

## EASTERN STREETS OF ZONE WHERE OPINION IS DIVIDED



5.6. In total, 59 responses were received from the 7 streets in the eastern section of CPZ N (See **Appendix 2** for a breakdown of results) and the feedback indicated that opinion was divided on whether parking controls should be changed (see Table 1)

Table 1: Results from 7 streets in the eastern section of CPZ N

Retain Current Monday to Friday CPZ Controls	Extends the hours of control to weekends
31	26
Retain the existing 8 hour limit for pay & display customers	Reduce the maximum stay period for pay and display customers
27	28
For the introduction of permit holder priority hours where p& display parking is prohibited	Against the introduction of permit holder priority hours where p& display parking is prohibited
27	30

5.7. Feedback from the consultation also showed that 56% of all respondents to the consultation in CPZ N would support the introduction of an Electric Vehicle (EV) charging bay.

## 6. EQUALITY IMPLICATIONS

6.1. There are no equality issues as a result of this report or its recommendations. Appendix 4 includes a full Equality and Impacts Assessment report..



## **7. LEGAL IMPLICATIONS**

- 7.1. *This section should include the legal power relevant to the proposal must be set out together with any future possible legal implications. [This is where LBH&F officers will insert the comments of the Director of Law.]*
- 7.2. Implications verified/completed by: (Name, title and telephone of Legal Officer)

## **8. FINANCIAL AND RESOURCES IMPLICATIONS**

- 8.1. *Details of the current and future financial implications must be set out here and cleared by the relevant Finance Officer at each authority that is party to this decision. It is the responsibility of the report author to ensure this happens. [This is where LBH&F officers will insert the comments of the Executive Director, Finance and Corporate Governance].*
- 8.2. Implications verified/completed by: (Name, title and telephone of Finance Officer).

## **11. IMPLICATIONS FOR BUSINESS**

- 11.1 There are no implications for businesses as a result of this report or therecommendations set out in section 2.

## **12. RISK MANAGEMENT**

- 12.1 *(Details of actions taken to minimise the risks associated with the Recommendations)*
- 21.1 Implications verified/completed by: (Name, title and telephone of Risk Officer).

## **13. PROCUREMENT AND IT STRATEGY IMPLICATIONS**

- 13.1 *(Details the contractual arrangements and procurement proposals associated with the Recommendations, if relevant – seek advice from the Director of Procurement and IT Strategy).*
- 13.2 Implications verified/completed by: (name, title and telephone of Procurement Officer).

**LOCAL GOVERNMENT ACT 2000**  
**LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

<b>No.</b>	<b>Description of Background Papers</b>	<b>Name/Ext of holder of file/copy</b>	<b>Department/ Location</b>
1.	Controlled Parking Zone N Consultation Street By Street Analysis	Carl Gellard	Parking Project Team.

*[Note: Please list only those that are not already in the public domain, i.e. you do not need to include Government publications, previous public reports etc.] Do not list exempt documents. Background Papers must be retained for public inspection for four years after the date of the meeting.*

**LIST OF APPENDICES:**

- Appendix 1 – Controlled Parking Zone N Street Analysis**
- Appendix 2 – Controlled Parking Zone N (East) Street Analysis**
- Appendix 3 – Controlled Parking Zone N Consultation and Questionnaire**
- Appendix 4 – Equality Impact Assessment**

Street	Q4 Within CPZ N are you a resident, business or both?			Q5 What days should parking controls operate on?			Q6 If you would like your parking controls to begin at a time other than 9.00am, which time would you prefer?			Q7 If you would like your parking controls to finish at a time other than 5pm, which time would you prefer?			Q8 What should the maximum stay for pay and display be? (This will not affect your SVP visitors)			Q9 Are you in favour of introducing a "permit holders only" period, prohibiting pay and display visitors parking during certain times of the day/week? (This will not affect your SVP visitors).		Q10 If you answered "yes" to question 9, when would you like permit priority controls to operate? (Tick all that apply)			Q11 If you are an existing member of a car club, which one/s are you a member of?		Q12 Would you join a car club if a dedicated vehicle and bay was available in your street/zone?		Q13 Would you defer the purchase of a new car or sell a personal vehicle if a dedicated car club vehicle was available in your area?		Q14 Do you own an electric vehicle or are you considering buying/leasing one in the next 12 months?		Q15 Would you support the introduction of a dedicated electric vehicle Charging point in your area if there was local demand?												
	Resident	Business	Both	Monday to Friday	Monday Saturday	Monday to Sunday	8.00am	10.00am	Other	6.00pm	7.00pm	8.00pm	Other	1 hour	2 hours	4 hours	No maximum stay	Yes	No	Monday to Friday	Saturday	Sunday	2.00 - 4.00pm	5.30 - 8.00pm	6.30-8.00pm	Other	City Car Club	Zipcar	Other	Yes	No	Don't know	Yes	No	Don't know	Yes I own one	Yes I am strongly considering buying one	No	Yes	No	Don't Know
BENTWORTH ROAD	21	0	0	13	3	3	5	7	0	3	1	5	2	1	3	4	11	9	11	2	8	2	2	4	0	2	0	0	2	13	6	0	11	10	0	0	21	10	5	6	
BRAYBROOK STREET	16	0	0	16	0	0	0	5	0	0	0	0	2	1	1	3	10	2	14	2	1	0	1	0	0	1	0	1	0	3	9	3	1	7	6	0	2	14	10	2	4
CAVERSWALL STREET	5	0	0	1	3	1	2	1	0	1	1	0	0	0	3	1	1	1	3	0	2	0	2	0	0	1	0	0	2	3	0	0	4	1	0	0	5	3	2	0	
DU CANE ROAD	26	2	1	18	5	5	5	8	0	6	1	4	1	1	2	11	14	7	20	5	3	3	2	1	0	1	1	1	7	13	7	7	12	8	1	1	26	17	6	6	
ERCONWALD STREET	11	0	0	8	1	2	1	3	1	1	1	1	1	0	3	1	6	1	10	0	0	0	1	1	1	0	0	0	1	8	0	1	8	0	0	0	10	6	3	2	
EYNHAM ROAD	20	1	0	9	7	5	6	5	0	2	2	3	2	0	6	2	11	13	7	4	12	5	4	1	0	5	0	0	4	8	8	1	10	9	0	0	20	12	3	5	
FITZNEAL STREET	16	0	0	12	0	3	5	4	2	1	0	2	4	0	2	4	10	4	12	3	4	3	1	2	1	0	0	2	0	5	8	3	4	8	3	0	2	14	10	3	3
FOLIOT STREET	4	0	0	4	0	0	0	2	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	4	2	2	0	
GLENROY STREET	5	0	0	3	2	0	0	2	1	1	0	0	1	0	1	2	1	2	3	2	1	0	1	0	0	1	0	0	2	2	0	0	2	2	0	0	4	2	1	1	
HEATHSTAN ROAD	6	0	0	3	1	2	3	1	0	2	0	2	0	2	2	0	2	4	2	2	3	2	2	1	1	0	0	0	1	2	1	1	3	1	0	0	6	3	2	1	
HENCHMAN STREET	10	0	0	9	0	1	1	4	0	3	0	1	1	0	1	1	7	1	8	1	1	1	0	1	0	0	2	0	3	6	1	2	7	1	0	1	8	6	2	0	
HILARY ROAD	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0
MELITUS STREET	16	0	0	14	2	0	2	8	1	4	0	0	4	0	1	4	11	0	16	0	0	0	0	0	0	0	0	0	3	6	6	0	7	8	1	1	13	12	2	2	
NASCOT STREET	5	0	0	3	1	1	0	1	0	1	1	0	0	0	1	1	3	2	3	2	2	0	1	0	0	0	0	0	1	2	1	1	4	0	0	0	5	4	0	1	
NORBROKE STREET	4	0	0	2	1	1	0	0	1	1	0	1	0	1	1	0	2	1	3	1	1	1	1	1	0	0	0	0	0	4	0	0	3	1	0	0	4	1	1	2	
NORTH POLE ROAD	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1		
OLD OAK COMMON LANE	4	0	0	3	0	1	0	2	0	0	0	0	1	0	0	0	4	1	3	1	0	0	0	0	1	0	0	0	0	3	0	0	3	1	0	0	4	1	1	2	
OSMUND STREET	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0		
PIONEER WAY	5	0	0	3	1	1	2	1	0	1	1	0	0	1	1	0	3	2	3	1	1	1	0	0	1	0	0	1	2	2	1	2	0	0	5	2	1	2			
PRIMULA STREET	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0		
ROSEWOOD SQUARE	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	1	0	1	1	1	1	1	1	0	0	1	0	0	1	0	0	0	0	1	1	0	0		
SHINFIELD STREET	1	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	2	0	0	0	2	0	1	1	
STOKESLEY	5	0	0	4	1	0	1	1	0	0	0	1	0	1	0	0	4	1	4	1	0	1	0	1	0	0	0	0	3	1	0	4	0	0	0	4	2	2	0		
TERRICK STREET	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	2	0	0		
WESTWAY	8	0	1	4	3	2	2	0	0	1	1	1	0	0	1	4	3	5	4	4	3	1	1	1	0	1	0	0	3	5	0	3	5	0	0	9	4	3	2		
WOOD LANE	17	1	2	13	1	4	5	3	1	2	2	2	3	1	1	9	8	7	13	4	5	4	1	4	0	2	0	0	2	10	7	2	11	7	0	2	17	13	0	6	
WULFSTAN STREET	20	1	1	17	4	1	2	9	0	1	1	1	4	0	4	0	17	5	16	1	1	1	2	0	0	1	1	2	0	4	13	3	4	12	4	0	1	21	11	6	5
OUTSIDE OF CONSULTATION AREA	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0		
<b>TOTAL</b>	<b>231</b>	<b>7</b>	<b>6</b>	<b>166</b>	<b>36</b>	<b>35</b>	<b>43</b>	<b>70</b>	<b>7</b>	<b>31</b>	<b>12</b>	<b>26</b>	<b>26</b>	<b>9</b>	<b>34</b>	<b>49</b>	<b>138</b>	<b>71</b>	<b>165</b>	<b>37</b>	<b>49</b>	<b>26</b>	<b>23</b>	<b>19</b>	<b>6</b>	<b>17</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>42</b>	<b>126</b>	<b>58</b>	<b>27</b>	<b>130</b>	<b>72</b>	<b>2</b>	<b>10</b>	<b>223</b>	<b>137</b>	<b>49</b>	<b>52</b>

Street	Q4 Within CPZ N are you a resident, business or both?			Q5 What days should parking controls operate on?			Q6 If you would like your parking controls to begin at a time other than 9.00am, which time would you prefer?			Q7 If you would like your parking controls to finish at a time other than 5pm, which time would you prefer?			Q8 What should the maximum stay for pay and display be? (This will not affect your SVP visitors)			Q9 Are you in favour of introducing a "permit holders only" period, prohibiting pay and display visitors parking during certain times of the day/week? (This will not affect your SVP visitors).		Q10 If you answered "yes" to question 9, when would you like permit priority controls to operate? (Tick all that apply)			Q11 If you are an existing member of a car club, which one/s are you a member of?			Q12 Would you join a car club if a dedicated vehicle and bay was available in your street/zone?			Q13 Would you defer the purchase of a new car or sell a personal vehicle if a dedicated car club vehicle was available in your area?			Q14 Do you own an electric vehicle or are you considering buying/leasing one in the next 12 months?			Q15 Would you support the introduction of a dedicated electric vehicle Charging point in your area if there was local demand?									
	Resident	Business	Both	Monday to Friday	Monday Saturday	Monday to Sunday	8.00am	10.00am	Other	6.00pm	7.00pm	8.00pm	Other	1 hour	2 hours	4 hours	No maximum stay	Yes	No	Monday to Friday	Saturday	Sunday	2.00 - 4.00pm	5.30 - 8.00pm	6.30-8.00pm	Other	City Car Club	Zipcar	Other	Yes	No	Don't know	Yes	No	Don't know	Yes I own one	Yes I am strongly considering buying one	No	Yes	No	Don't Know	
CAVERSWALL STREET	5	0	0	1	3	1	2	1	0	1	1	0	0	0	3	1	1	3	0	2	0	2	0	0	1	0	0	0	2	3	0	0	4	1	0	0	5	3	2	0		
EYNHAM ROAD	20	1	0	9	7	5	6	5	0	2	2	3	2	0	6	2	11	13	7	4	12	5	4	1	0	5	0	0	0	4	8	8	1	10	9	0	0	20	12	3	5	
GLENROY STREET	5	0	0	3	2	0	0	2	1	1	0	0	1	0	1	2	1	2	3	2	1	0	1	0	0	1	0	0	0	2	2	0	0	2	2	0	0	4	2	1	1	
NASCOT STREET	5	0	0	3	1	1	0	1	0	1	1	0	0	0	1	1	3	2	3	2	0	1	0	0	0	0	0	0	0	1	2	1	1	4	0	0	0	5	4	0	1	
NORTH POLE ROAD	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
SHINFIELD STREET	1	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	2	0	0	0	2	0	1	1	
WOOD LANE	17	1	2	13	1	4	5	3	1	2	2	3	1	1	9	8	7	13	4	5	4	1	4	0	2	0	0	0	2	10	7	2	11	7	0	2	17	13	0	6		
	53	3	3	31	14	12	13	14	2	7	6	5	6	1	12	15	27	27	30	12	22	9	9	5	0	11	0	0	0	11	26	17	4	33	20	0	2	54	34	7	15	



# CONTROLLED PARKING ZONE N REVIEW

Make your voice count - have a say  
on parking restrictions in your area

# CONTROLLED PARKING ZONE N REVIEW

**Hammersmith & Fulham Council is consulting all residents and businesses in Controlled Parking Zone (CPZ) N, as part of the 2014/15 programme of works. Since the introduction of CPZ N in 1997, there have been a number of changes to the neighbourhood that may have had an impact on local parking. This consultation will provide you with the opportunity to offer feedback on the current parking controls.**

**In developing these proposals we aim to strike a balance between providing residents with parking priority over commuters, whilst preserving the vitality of the area. This leaflet explains the existing controls, sets out the proposals and requests your views.**

## **Existing parking restrictions**

CPZ N currently operates from 9.00am to 5.00pm, Monday to Friday. At present there are no restrictions on either Saturday or Sunday. The London Borough of Hammersmith & Fulham currently operates a shared-used bay system, which allows vehicles to park in the designated bays and either, display a valid resident permit or smart visitor permit (SVP), or pay and display at nearby ticket machines. All of the residential streets within CPZ N currently operate a shared use parking bay arrangement.

Anyone parking within a bay during the controlled parking hours and not displaying a valid permit is required to pay and display. The current rate across the zone for Pay and Display is £2.20 per hour. There is currently no limit to how long Pay and Display visitors can park for, which may reduce parking priority for permit holders.

The SMART visitor permit (SVP) scheme was introduced in Zone N in December 2012, giving residents' visitors a reduced pay

and display rate of £1.80 per hour, and also provides per minute charging. Residents can order an SVP from the council for free which can then be loaded with credit before use. Residents who are registered disabled get a further 50% reduction on the first 240 hours used each year. As a resident, you do not need to have a parking permit in order to apply for an SVP.

## **What has changed?**

Changes in leisure and social activities, longer working days, the pressure from visitors during local events and the night time economy are reported to be causing increasing parking problems for some residents returning home in the evenings and on weekends.

There has been development around the Wood Lane area, aimed at increasing both business and residential space. In order to ensure that any new developments do not negatively impact on-street parking controls, planning permission is granted with the condition that residents of any new developments are not eligible for on-street parking permits where there is good public transport provision.

We are now asking you to consider the options for parking controls in your area. We would like to know your thoughts on the current controls and whether you would like to see changes. The council does not have any preference for any particular proposals, and any changes would only be introduced if there was broad support for any proposals.

## **General CPZ options**

### **Would you like your parking controls extended to include evenings and/or weekends?**

Extending parking controls can provide additional parking priority to permit holders in the evenings and/or weekends.

Advantage:

- Discourages non-residential visitors from parking for free on local streets in the evenings and at weekends

Disadvantage:

- Residents' visitors will have to pay to park throughout the extended hours, either using the Smart Visitor Permit (SVP) or the Pay and Display ticket machines.

## **Would you like 'permit holders only' hours by prohibiting pay and display motorists at certain times of the day or week? (SVP holders would not be restricted from parking)**

Advantages:

- Provides parking priority for permit holders and residents' visitors using the SVP.
- Reduces the impact of match day parking and commercial visitors parking in residential streets.

Disadvantages:

- Without pay and display facilities, visitors could be affected unless they are residential visitors using the SVP.
- Local businesses may be affected as their customers who currently pay and display would be unable to do so during 'permit hold only' periods.

## **Safer access for vulnerable road users and more parking spaces**

As part of the review process, the council will endeavour to maximise parking where feasible. In addition, single yellow lines will be upgraded to double yellow lines at all informal pedestrian crossing points (e.g. dropped kerb junction crossings) to prevent vehicles from parking at these locations and blocking them. These works will be carried out regardless of the consultation results.



# **ZONE N CONSULTATION QUESTIONNAIRE**

**Please read through the entire consultation document in order to gain an understanding of all the options on offer before you begin to complete it.**

1. Full name

2. Address

3. Postcode

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4. Within CPZ N are you a:

Resident  Business  Both

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5. What days should parking controls operate on?

Monday to Friday  Monday to Saturday  Monday to Sunday

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6. If you would like your parking controls to begin at a time other than 9.00am, which time would you prefer?

8.00am  10.00am Other (please specify)

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7. If you would like your parking controls to finish at a time other than 5.00pm, which time would you prefer?

6.00pm  7.00pm  8.00pm Other (please specify)

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8. What should the maximum stay period for pay and display be? (This will not affect your SVP visitors).

1 hour  2 hours  4 hours  No maximum stay

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9. Are you in favour of introducing a 'permit holders only' period, prohibiting pay and display visitors parking during certain times of the day/week? (This will not affect your SVP visitors).

Yes  No

**10. If you answered 'yes' to question 9, when would you like permit priority controls to operate? (Tick all that apply).**

Monday to Friday    Saturday    Sunday

2.00-4.00pm    5.30-8.00pm    6.30-8.00pm

Other (please specify)

## **Car clubs**

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**11. If you are an existing member of a car club, which one/s are you a member of?**

City Car Club    Zipcar   Other (please specify)

**12. Would you join a car club if a dedicated vehicle and bay was available in your street/zone?**

Yes    No    Don't Know

We will only install new car club only bays where we can safely remove sections of single or double yellow line and away from property frontages where local residents and business are accustomed to being able to park their vehicle.

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**13. Would you defer the purchase of a new car or sell a personal vehicle if a dedicated car club vehicle was available in your area?**

Yes    No    Don't Know

**Continued over page**

## Electric vehicle (EV) charging points

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**14. Do you own an electric vehicle or are you considering buying/leasing one in the next 12 months?**

- Yes I own one     Yes I am strongly considering buying one  
 No
- 

**15. Would you support the introduction of a dedicated electric vehicle charging point in your area if there was local demand?**

- Yes     No     Don't Know
- 

**16. Do you have any other comments on parking controls?**

Thank you for your feedback.

Please return your questionnaire response by Monday 8 December 2014, using the prepaid envelope provided.

The results of this consultation will be carefully analysed and reported to councillors in Winter 2014/15.

Once a decision has been reached, residents and businesses in CPZ N will be notified of the outcome by letter.

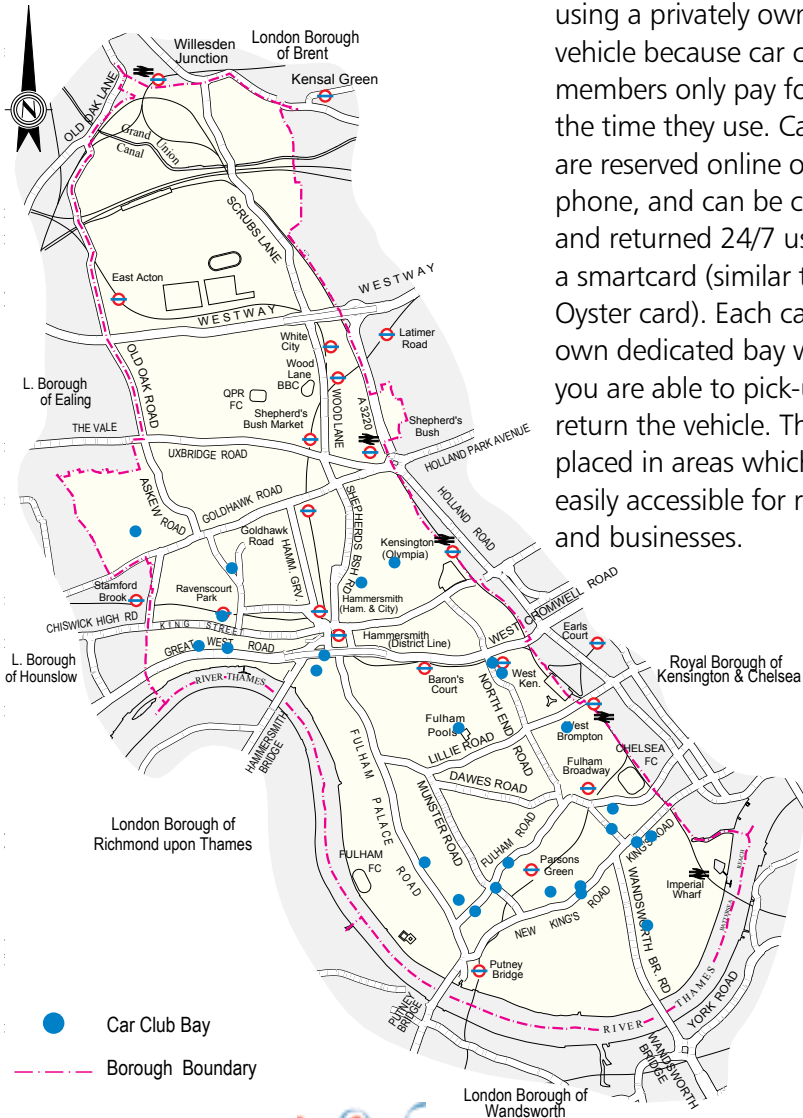
**If you would like any part of this document produced in large print or Braille, please call 020 8753 3522**

# CAR CLUB LOCATIONS IN HAMMERSMITH & FULHAM

## Car clubs

### What is a car club?

Car clubs provide a convenient alternative to using a privately owned vehicle because car club members only pay for the time they use. Cars are reserved online or by phone, and can be collected and returned 24/7 using a smartcard (similar to an Oyster card). Each car has its own dedicated bay where you are able to pick-up and return the vehicle. They are placed in areas which are easily accessible for residents and businesses.



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NOT TO SCALE  
88600/150/1/A  
September 2014

## Advantages to using car clubs

- Car clubs could be cheaper than owning your own car if you are a low car user.
- Car club drivers typically save money if they drive fewer than 6,000 miles a year, when compared to owning a car.
- Fewer cars mean less pollution, less CO<sub>2</sub> emissions and less traffic.
- Cars are cleaned, serviced and maintained by the car club operator.
- Car clubs complement the excellent public transport system in London Borough of Hammersmith & Fulham

## Car clubs in Hammersmith & Fulham

There are 26 car club-only bays in operation across Hammersmith & Fulham. The council is now investigating the feasibility of extending the scheme and is looking at suitable locations across the borough, where there is demand from existing members, and residents who are interested in the scheme.

## Electric Vehicle (EV) Charging Points

The council has received requests for on-street EV charging points in Hammersmith & Fulham. Electric vehicles are growing in popularity as technology improves and we would like to introduce facilities to cater for EVs and offer incentives such as discounts on parking permits where there is demand.



As part of this consultation we would appreciate your feedback on the introduction of charging points in your area.

## We value your input

Any changes to the current controls will only be implemented with the support of the majority of respondents and the results for each street will be analysed separately to see if there are any area-wide

voting patterns that can result in a legally enforceable change. Your views are important to us and will shape the future of parking in your area.

The council has no fixed position on what controls should be preferred but strives to ensure that our consultations are without bias. The council does not endorse any opinions contained in literature or alternative consultations that you may receive from third parties during the course of this consultation.

Please take a moment to complete the enclosed questionnaire and make your views count.

Alternatively please fill in the online consultation at:

**[www.lbhf.gov.uk/ZoneNparking](http://www.lbhf.gov.uk/ZoneNparking)**

**Please complete and return the consultation questionnaire by Monday 8 December 2014.**

## **What happens next?**

The results of this consultation will be carefully analysed and the results will be reported to councillors in Winter 2014/15. The views put forward by residents, businesses and other stakeholders during the consultation will influence the decision on whether to proceed with implementing any changes to the existing parking controls, or maintaining the current controls.

## **For further information please contact:**

Carl Gellard on 020 8753 3522 or  
email [parkingpolicies@lbhf.gov.uk](mailto:parkingpolicies@lbhf.gov.uk)

Parking Projects and Policy Team  
TTS, 6th Floor, Town Hall Extension, King Street, London, W6 9JU

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020 8753 3522



## LBHF Equality Impact Analysis Tool

### Conducting an Equality Impact Analysis

An EqIA is an improvement process which helps to determine whether our policies, practices, or new proposals will impact on, or affect different groups or communities. It enables officers to assess whether the impacts are positive, negative or unlikely to have a significant impact on each of the protected characteristic groups.

The tool has been updated to reflect the new public sector equality duty (PSED). The Duty highlights three areas in which public bodies must show compliance. It states that a public authority must, in the exercise of its functions, have due regard to the need to:

- 1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under this Act;**
- 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;**
- 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.**

Whilst working on your Equality Impact Assessment, you must analyse your proposal against the three tenets of the Equality Duty.

## General points

1. In the case of matters such as service closures or reductions, considerable thought will need to be given to any potential equality impacts. Case law has established that due regard cannot be demonstrated after the decision has been taken. Your EIA should be considered at the outset and throughout the development of your proposal, it should demonstrably inform the decision, and be made available when the decision is recommended.
2. Wherever appropriate, the outcome of the EIA should be summarised in the Cabinet/Cabinet Member report and equalities issues dealt with and cross referenced as appropriate within the report.
3. Equalities duties are fertile ground for litigation and a failure to deal with them properly can result in considerable delay, expense and reputational damage.
4. Where dealing with obvious equalities issues e.g. changing services to disabled people/children, take care not to lose sight of other less obvious issues for other protected groups.
5. If you already know that your decision is likely to be of high relevance to equality and/or be of high public interest, you should contact the Equality Officer for support.
6. Further advice and guidance can be accessed from the separate guidance document (link), as well as from the Opportunities Manager: [PEIA@lbhf.gov.uk](mailto:PEIA@lbhf.gov.uk) or ext 3430

## LBHF Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
<b>Financial Year and Quarter</b>	2014/2015 4 <sup>th</sup> Quarter
<b>Name and details of policy, strategy, function, project, activity, or programme</b>	Title of EIA: <b>Controlled Parking Zone N Review And Consultation.</b>  Since its introduction in 1997, Controlled Parking Zone N has not been reviewed. As part of the boroughs commitment to review a batch of CPZ's each year, each zone is offered the opportunity to alter the way in which parking controls operate.
<b>Lead Officer</b>	Name: Carl Gellard Position: Parking Projects Engineer Email: carl.gellard@lbhf.gov.uk Telephone No: 0208 753 3522
<b>Date of completion of final EIA</b>	06/03/2015

Section 02	Scoping of Full EIA												
<b>Plan for completion</b>	Timing: Project concludes at end of 2014/15 financial year.												
<b>Analyse the impact of the policy, strategy, function, project, activity, or programme</b>	<p>Analyse the impact of the policy on the protected characteristics (including where people / groups may appear in more than one protected characteristic). You should use this to determine whether the policy will have a positive, neutral or negative impact on equality, giving due regard to relevance and proportionality.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Protected characteristic</th> <th style="width: 60%;">Analysis</th> <th style="width: 20%;">Impact: Positive, Negative, Neutral</th> </tr> </thead> <tbody> <tr> <td>Age</td> <td></td> <td>Neutral</td> </tr> <tr> <td>Disability</td> <td></td> <td>Neutral</td> </tr> <tr> <td>Gender</td> <td></td> <td>Neutral</td> </tr> </tbody> </table>	Protected characteristic	Analysis	Impact: Positive, Negative, Neutral	Age		Neutral	Disability		Neutral	Gender		Neutral
Protected characteristic	Analysis	Impact: Positive, Negative, Neutral											
Age		Neutral											
Disability		Neutral											
Gender		Neutral											

	reassignment		
	Marriage and Civil Partnership		Neutral
	Pregnancy and maternity		Neutral
	Race		Neutral
	Religion/belief (including non-belief)		Neutral
	Sex		Neutral
	Sexual Orientation		Neutral

**Human Rights or Children's Rights**

If your decision has the potential to affect Human Rights or Children's Rights, please contact your Equality Lead for advice

Will it affect Human Rights, as defined by the Human Rights Act 1998?

Yes / **No**

Will it affect Children's Rights, as defined by the UNCRC (1992)?

Yes/**No**

<b>Section 03</b>	<b>Analysis of relevant data</b> Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.
<b>Documents and data reviewed</b>	Detailed analysis of results can be viewed in Appendix 1 & 2 of the Cabinet Member Report titled "Zone N Consultation Results".
<b>New research</b>	N/A

<b>Section 04</b>	<b>Consultation</b>
<b>Consultation</b>	In December 2014, a parking review and consultation was carried out in Controlled Parking Zone (CPZ) N. All residents and businesses in the area were given the opportunity to provide feedback on existing parking restrictions and a choice of altering the way in which current controls operate.
<b>Analysis of consultation outcomes</b>	Based on the results of the consultation and feedback received in the additional comments section of the questionnaire, it is recommended that the existing controls in Controlled Parking Zone N are maintained at Monday to Friday, 9am – to 5pm.

<b>Section 05</b>	<b>Analysis of impact and outcomes</b>
<b>Analysis</b>	No recommendation for change as a result of consultation.

<b>Section 06</b>	<b>Reducing any adverse impacts and recommendations</b>
<b>Outcome of Analysis</b>	N/A

<b>Section 07</b>	<b>Action Plan</b>												
<b>Action Plan</b>	Note: You will only need to use this section if you have identified actions as a result of your analysis												
	<table border="1"> <thead> <tr> <th>Issue identified</th> <th>Action (s) to be taken</th> <th>When</th> <th>Lead officer and borough</th> <th>Expected outcome</th> <th>Date added to business/service plan</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Issue identified	Action (s) to be taken	When	Lead officer and borough	Expected outcome	Date added to business/service plan						
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<b>Section 08</b>	<b>Agreement, publication and monitoring</b>
<b>Chief Officers' sign-off</b>	Name: Mahmood Siddiqi Position: Bi Borough Director Of Transport & Highways. Email: <a href="mailto:mahmood.siddiqi@lbhf.gov.uk">mahmood.siddiqi@lbhf.gov.uk</a> Telephone No: 020 8753 3019

<b>Key Decision Report (if relevant)</b>	Date of report to Cabinet/Cabinet Member: 16/03/15 Key equalities issues have been included: Yes/ <b>No</b>
<b>Opportunities Manager (where involved)</b>	Name: Position: Date advice / guidance given: Email: Telephone No: