

Cabinet Members' Decisions

made December 2016

Date Issued: 17 February 2017

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London Borough of Hammersmith & Fulham

CABINET MEMBER DECISION

19/12/2016

CONTROLLED PARKING ZONES T, H AND D REVIEW JUNE 2016

Report of Councillor Harcourt, Cabinet Member for Environment, Transport and Resident Services

Open Report

Classification: For decision

Key Decision: No

Wards Affected: Fulham Reach and North End

Accountable Director: Mahmood Siddiqi, Director Transport and Highways

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AUTHORISED BY:

...Councillor Wesley Harcourt.....

.DATE:19 December 2016..

1. EXECUTIVE SUMMARY

- 1.1. This report details the results of a parking review and consultation carried out in June 2016 and provides a recommendation based on feedback received from residents and businesses of Controlled Parking Zones (CPZ) T, H and D. This consultation was held in response to feedback from residents and ward members regarding the reported issues of parking stress, particularly at weekends and on Chelsea and Fulham match days.
- 1.2. A consultation and questionnaire (**Appendix 1**) was distributed to 14,384 properties across the three zones and a total of 1,626 responses were received which represents an overall response rate of 11.3%.
- 1.3. All three zones opted to retain their existing controlled hours, however a total of 226 comments were received in relation to the effects of match day commuter parking, particularly in streets located within CPZ's T and D. (Appendices 2-4, provides a street by street breakdown of results).

2. RECOMMENDATIONS

- 2.1. To retain the existing controlled hours of Monday - Friday, 9am – 5pm in CPZ's T, H and D. To keep the current maximum stay period set at 8 hours for pay and display customers.
- 2.2. Carry out a parking beat survey in all streets of CPZ T to establish the effects of weekend commuter parking demand and Fulham FC match day commuter parking.
- 2.3. Consult CPZ D on an option to introduce "Event Day" restrictions which will enable the council to vary the controlled hours through variable messaging signage (VMS) on a Chelsea match day or when there is an event at the Queens Club (Such as the AEGON Tennis Championships which are held for one week in June each year).
- 2.4. Before carrying out further consultation in CPZ T or D it is recommended that we await feedback and results from a forthcoming consultation and review of CPZ's F and S which is scheduled for 2017/18.

3. REASONS FOR DECISION

- 3.1. As part of the duty of the Local Highway Authority as defined under the Highways Act 1980 and the Road Traffic Regulation Act 1984, the maintenance of the local highway network and ensuring the movement of the network are essential responsibilities. The design and management of parking spaces is an essential part of the highway authorities' duties in ensuring the smooth flow of the network. As such ensuring a suitable programme which looks to maintain and improve the highway is essential.

4. INTRODUCTION AND BACKGROUND

- 4.1. Controlled parking zones T, H and D are located within the Fulham Reach and North End wards close to Hammersmith Town Centre. The area is bound by the A4 Talgarth Road in the north, the borough boundary with the Royal Borough of Kensington and Chelsea in the east and parallel to the River Thames in the west as per the map in Fig 1.
- 4.2. All three CPZ's currently operate between 9am – 5pm, Monday to Friday. During this period all parking bays are controlled and users must either display a valid Resident/Business permit, or Pay & Display for a maximum period of 8 hours.

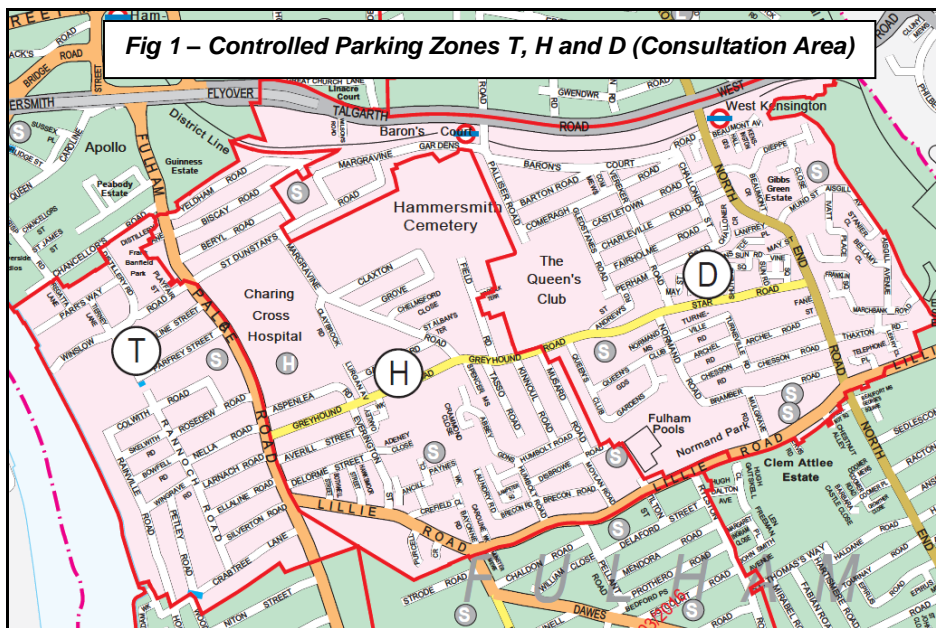


Fig 1 – Controlled Parking Zones T, H and D (Consultation Area)

- 4.3. At present, all zones have the SMART Visitor Permit which offers a discounted rate of parking for resident's visitors. This permit system works like an Oyster card, whereby users can top up their cards and then activate them and display them in the visitor's vehicle when required. The Council is in the process of replacing this system with a new phone based system which will offer a pay as you go service instead, avoiding the need to keep a balance on the permit.
- 4.4. The three CPZ's have remained operating Monday – Friday, 9am – 5pm since they were introduced in the early 90's. This is despite bordering CPZ's which were subsequently introduced in the late 90's and are controlled on weekends. This is believed to be a factor in increased weekend parking stress which has been reported over the years.
- 4.5. CPZ 's T, H and D were last consulted in 2010 as part of a wider parking review involving around 54,000 properties across all 12 parking zones south of the A4 Talgarth Road. As part of this consultation, various options were provided including changing the general controlled hours and days of the week that each zone was in operation as well as an option to introduce special controls to operate on match days following the pilot of a scheme in zones X and Y (Fulham FC). At the time there was no consensus for any change to the current restrictions so it was therefore decided to keep the current controlled hours.

5. CONSULTATION

- 5.1. A review and consultation of CPZ T, H and D began on the 9 May 2016 for a 4 week period, closing on the 6 June 2016. Postal responses were accepted until the 10 June 2016 to allow for courier delays. The consultation was also offered online and was live for the same period. All registered postal addresses in CPZ T, H and D were sent a consultation leaflet and questionnaire (**Appendix 1**) which included a pre-paid return envelope.
- 5.2. 14,384 leaflet and questionnaires were distributed and the consultation received a total of 1,626 responses from all zones. This represents an overall response rate of 11.3%. The table below provides a breakdown of responses received from each per zone:

CPZ	Distributed	Received by post	Received online	Received total	Response rate
T	2,162	296	15	311	14.38%
H	4,786	459	31	490	10.23%
D	7,436	754	71	825	11.09%
Total	14,384	1,509	117	1,626	11.30%

- 5.3. Feedback from the consultation indicated that the majority of respondents from across all three zones CPZ's broadly supported the controlled hours which are currently in operation. It is therefore recommended that they are retained. The table below details the overall results of all three CPZ's:

CONTROLLED PARKING ZONES T		
Restriction	Keep Existing Restriction	Change Existing Restriction
Monday – Friday	74.9%	25.1%
9am – 5pm	72.3%	27.7%
8 hours maximum stay (P&D)	70.7%	29.3%
CONTROLLED PARKING ZONES H		
Restriction	Keep Existing Restriction	Change Existing Restriction
Monday – Friday	79.1%	20.9%
9am – 5pm	72.0%	28.0%
8 hours maximum stay (P&D)	68.9%	31.1%
CONTROLLED PARKING ZONES D		
Restriction	Keep Existing Restriction	Change Existing Restriction
Monday – Friday	76.2%	23.8%
9am – 5pm	69.9%	30.1%
8 hours maximum stay (P&D)	59.3%	40.7%

Appendix 5 and 6 provides a spatial representation of the preferred options across all three CPZ's. There was no consistent pattern of streets in a particular area that favoured a particular option which would warrant the recommendation of altering the current controls or introducing sub-zone controls in a particular street or area.

- 5.4. As part of the consultation, question 7 gave respondents the opportunity to specify if they wanted to see any other controls operating in their CPZ. The consultation received 226 comments in relation to the effects of match day commuter parking. The majority of requests for special match day controls were from Zone T which is the smallest of the CPZ's, however a higher volume of requests for match day controls was received from a collection of streets in the southern part of CPZ D. The table below provides a breakdown of requests from each CPZ.

CPZ	Total responses received	Respondents requesting Match Day controls
Zone T	311	105 (33.8%)
Zone H	490	29 (5.9%)
Zone D	825	92 (11.5%)
TOTAL	1,626	226 (13.9%)

Zone D

- 5.5. As part of a forthcoming parking consultation scheduled in the 2017/18 parking projects programme, match day parking controls may be offered to CPZ F and S because there is currently a pending planning application for a proposed increase in stadium capacity at Stamford Bridge which may lead to increased commuter activity across Fulham.
- 5.6. Subject to the outcome of the CPZ F and S consultation, should match day restrictions be introduced, parking stress is likely to increase in the southern section of Zone D as highlighted on the map below Fig 2. A higher proportion of requests for match day controls was received from this area compared to the rest of CPZ D. The table in Fig 3 details the number of requests received from each street in the southern section.

Fig 2

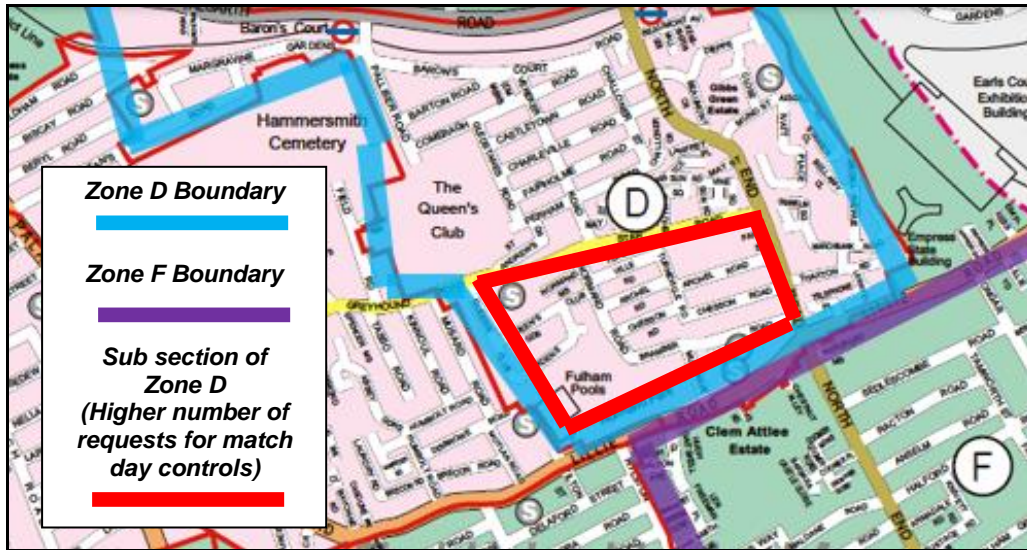


Fig 3

Street	Number of properties	Responses received	Requests for Match Day controls	% Of total responses received	% Per number of properties in street
Archel Road	239	52	29	55.8%	12.1%
Bramber Road	179	20	6	30.0%	3.4%
Chesson Road	242	37	21	56.8%	8.7%
Queen's Club Gardens	554	92	5	5.4%	0.9%
Turneville Road	109	19	8	42.1%	7.3%
TOTAL	1323	220	69	31.4%	5.2%

5.7. It is recommended that if match day controls are introduced in neighbouring CPZ F & S, a proposal for “Event Day” restrictions to include all streets of Zone D should be considered and offered as part of a consultation to mitigate the risk of displaced parking during Chelsea FC and Queens Club fixtures and events.

ZONE T

5.8. The consultation received a higher volume of requests for match day controls from CPZ T in proportion to requests received from CPZ H & D, it is recommended that parking stress surveys are carried out in all streets of CPZ T (Fig 4) during two fixtures, including a weekday evening and weekend to ascertain the effects of Fulham FC match day commuter parking. The table in Fig 5 shows a breakdown of requests for match day controls from CPZ T on a street by street basis

5.9. Parking beat surveys should be carried out over the same period on a non-match day and based on our findings, we may recommend to re-consult CPZ T with a specific option to introduce match day controls like those which currently operate in the adjacent X and Y zones. It is recommended that these surveys and a potential a re-consultation of CPZ T is carried out as part of the 2017/18 parking projects programme.

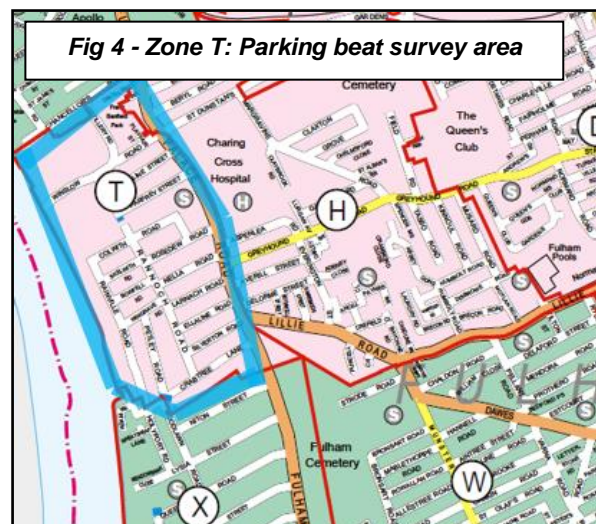


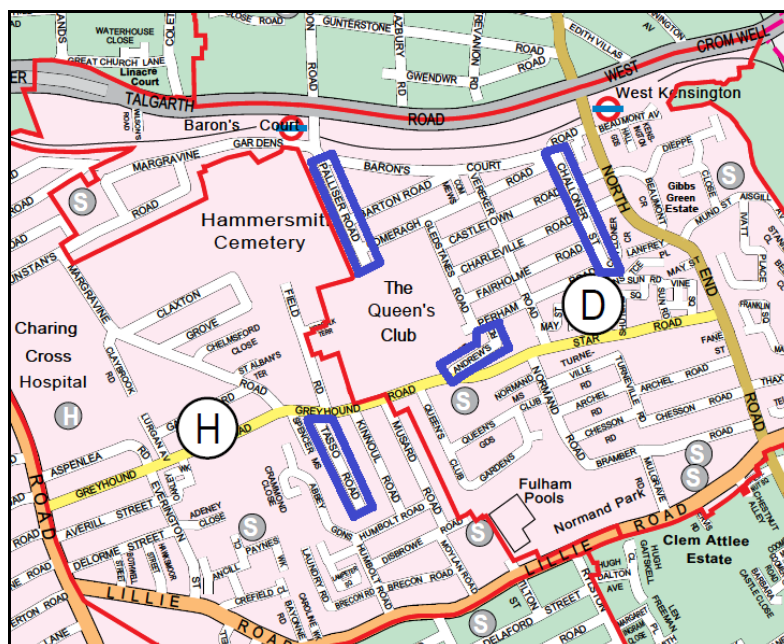
Fig 5

Street	Number of properties	Responses received	Requests for Match Day controls	% Of total responses received	% Per number of properties in street
Rannoch Road	133	44	18	40.9%	13.5%
Petley Road	131	23	11	47.8%	8.4%
Parfrey Street	142	21	9	42.9%	6.3%
Lochaline Street	112	22	8	36.4%	7.1%
Colwith Road	129	21	7	33.3%	5.4%
Crabtree Lane	103	15	7	46.7%	6.8%
Rosedew Road	36	17	7	41.2%	19.4%
Rainville Road	252	21	6	28.6%	2.4%
Skelwith Road	30	12	6	50.0%	20.0%
Bowfell Road	32	12	5	41.7%	15.6%
Nella Road	49	21	5	23.8%	10.2%
Wingrave Road	38	11	4	36.4%	10.5%
Silverton Road	38	12	3	25.0%	7.9%
Fulham Palace Road	346	12	2	16.7%	0.6%
Manbre Road	85	9	2	22.2%	2.4%
Winslow Road	62	10	2	20.0%	3.2%
Ellaline Road	40	7	1	14.3%	2.5%
Larnach Road	39	7	1	14.3%	2.6%
Parr's Way	130	8	1	12.5%	0.8%
Regatta Lane	92	6	0	0.0%	0.0%
Chancellors Road	34	0	0	0.0%	0.0%
Distillery Road Office	1	0	0	0.0%	0.0%
Playfair Street	1	0	0	0.0%	0.0%
Tierney Lane	107	0	0	0.0%	0.0%
TOTAL	2162	311	105	33.8%	4.9%

MAXIMUM STAY PERIOD (PAY AND DISPLAY)

5.10. Question 6 of the consultation gave respondents the option of reducing the maximum stay period for pay and display customers. The majority of respondents in CPZ's T, H & D wanted to keep the 8-hour maximum stay period which runs for the duration of the controlled hours, however we received a higher volume of requests from certain streets where a majority of residents wanted to reduce the maximum stay period:

CPZ	Street	Reduce Maximum Stay Period	Keep Maximum Stay Period
D	Challoner Street	12	0
D	Palliser Road	14	4
D	St Andrew Road	13	0
H	Tasso Road	17	5



6. EQUALITY IMPLICATIONS

- 6.1. The overall effects of any future proposal as a result of recommendations in this report will be considered before members make a final decision including the need to give due regard to the needs identified in the public sector equality duty in section 149 of the Equality Act 2010 (“the 2010 Act”).
- 6.2. Implications completed by: (Carl Gellard, Project Engineer, ext: 3522)

7. LEGAL IMPLICATIONS

- 7.1. Section 16 of the Traffic Management Act 2004 places an obligation on the council to ensure the expeditious movement of traffic on its road network. The council is required to make arrangements as it considers appropriate for planning and carrying out the action to be taken in performing this duty.
- 7.2. The council acting in its capacity as “Highway Authority” has power to designate Controlled Parking Zones under section 45 of the Road Traffic Regulation Act 1984. These powers give the council the right to introduce or amend Traffic Management Orders affecting Controlled Parking Zones within the Borough.
- 7.3. The Council has a duty to consult in relation to any new proposals affecting its CPZ in the Borough and publish those results accordingly.
- 7.4. Section 149 of the 2010 Act requires the council as a decision maker to have due regard to achieving the following equality requirements when considering the amendment of such Orders:
- To eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by the 2010 Act.
 - To advance equality of opportunity between those with a protected characteristic and those without.
 - To foster good relations between persons with a relevant protected characteristic, such as age, disability, pregnancy and maternity, race, sex and sexual orientation, religion, or belief.
- 7.5. The council will need to comply with the requirements set out in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 should any changes be proposed which alter the current restricted hours of CPZ T, H and D. A separate Cabinet Member Decision report will be produced for any changes which may deviate from the recommendations contained within this report.
- 7.6. The Human Rights Act 1998 (“The 1998 Act”) incorporates the European Convention on Human Rights and makes it unlawful for a local authority to act in a way that is incompatible with a Convention Right. The council acting as Highway Authority will have regard to its rights and responsibilities under the 1998 Act when considering parking policy across the borough. The council will have regard to:
- **Article 8** that everyone has the right to respect of his home and private life; and
 - **Article 1 of the First Protocol** that everyone is entitled to peaceful enjoyment of his or her possessions.
- 7.7. Implications completed by: Horatio Chance, Deputy Team Leader, Licensing and Highways Solicitor, Telephone Number: 020 8753 1863.

8. FINANCIAL AND RESOURCES IMPLICATIONS

- 8.1. The proposed parking survey in CPZ T will cost around £10,000. This will be funded through a Section 106 agreement related to the Fulham Reach development. Funding is allocated to traffic and transport related projects in the area as part of this agreement.
- 8.2. Whilst there are no proposals to introduce any changes to the current parking controls in CPZ T, H and D, we will be carrying out a parking review and consultation in neighbouring CPZ F and S in 2017/18. If changes are made to the controlled hours of either zone, we may consult on a proposal to introduce an “Event Day Zone” in CPZ D. A separate Cabinet Member Decision report will be produced under a new project for the 2017/18 parking projects programme.
- 8.3. Implications completed by: Carl Gellard, Project Engineer, Transportation & Highways
Telephone Number: 020 8753 3522 and approved by: Gary Hannaway, Environment Finance,
Telephone Number 0208 753 6071.

9. IMPLICATIONS FOR BUSINESS

- 9.1. There are no changes proposed which will bear an impact on businesses in CPZ T, H and D, however as discussed in item 5.10 we received a higher volume of requests for reducing the maximum stay period in certain streets. We will consider reducing the maximum stay or introducing “stop and shop” parking as part of the 2017/18 parking projects programme and will consult locally before introducing any changes.

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

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	Controlled Parking Zones T,H & D Review – Consultation Results Analysis	Carl Gellard Ext 3522	HTHX 6th Floor

LIST OF APPENDICES:

Appendix 1

Consultation document and questionnaire

Appendix 2

Zone T - Street by street analysis of results

Appendix 3

Zone H - Street by street analysis of results

Appendix 4



Zone D - Street by street analysis of results

Appendix 5

Spatial analysis - “Which days of the week would you like parking controls to operate in your zone?”

Appendix 6

Spatial analysis - “Between what times would you like the controlled hours to operate?”

REVIEW OF CONTROLLED PARKING

Zones T, H and D

www.lbhf.gov.uk/thdreview

REVIEW OF CONTROLLED PARKING ZONES (CPZ) T, H AND D

Introduction

The operation of parking controls in T, H and D was last reviewed in 2010/11, when the council carried out a major consultation on parking, contacting almost 50,000 residents and businesses in all 12 controlled parking zones south of the A4/Talgarth Road.

At the time, results from the consultation showed that there was a mixed reaction to altering the existing parking controls across the entire area and there was not a broad enough consensus for the introduction of specific parking controls.

Zones T, H and D remain the only controlled parking zones south of the A4/Talgarth Road which operate between Monday-Friday and they are surrounded by five controlled parking zones which operate on Saturdays (indicated on the map on the back cover).

Consultation


We are seeking your views on the current parking controls in your zone. We are giving you the opportunity to vote for altering the way in which your zone operates by providing numerous options to choose, such as the hours of operation and the days of the week that parking restrictions apply.

Feedback we receive from this consultation will be analysed on a street-by-street basis and reported to the Cabinet Member for Environment, Transport and Residents' Services in Summer 2016.

Please complete the questionnaire opposite and return it to us in the prepaid envelope.

Alternatively, respond online at www.lbhf.gov.uk/thdreview

Responses need to be received by Friday 3 June 2016.



REVIEW OF CONTROLLED PARKING ZONES - T, H and D QUESTIONNAIRE

Current parking controls

Controlled parking hours in Zones T, H and D are currently:
Monday - Friday
9am to 5pm

Designation of parking bays

At present the majority of parking bays in zones T, H and D operate on a shared use basis which enables resident/business permit holders, pay and display customers and users of the SMART visitor permit to park in the same on-street space.


Pay and display parking

Pay and display customers at present can park for the duration of the controlled hours (9am-5pm) without a maximum stay period restriction.

SMART Visitor Permit Scheme

The SMART Visitor Permit (SVP) allows residential visitors to park throughout the length of the controlled hours. It also provides a convenient cashless method of paying for parking as well as a cheaper alternative to the regular pay and display tariff.

Controlled parking zones T, H and D



Monday to Friday controlled parking zones
Monday to Saturday controlled parking zones

If you require any part of this document in large print or Braille, please call 020 8753 3522

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About you

Full name (Mr/Mrs/Miss/Ms)

Address

Postcode

Email

1. Are you a:
 Resident Business Both

2. Of which Controlled Parking Zone?
 T H D

3. Do you have a parking permit?
 Yes No

Zone options

Controlled hours in zones T, H and D currently operate between Monday - Friday, 9am to 5pm

4. Which days of the week would you like parking controls to operate in your zone?
 Monday to Friday (I would like to keep the current days of operation) Monday to Saturday Monday to Sunday

5. Between what times would you like the controlled hours to operate?
 9am to 5pm (I would like to keep the current timing)
 Start time 8am 9am 10am 11am
 Finish time 4pm 5pm 6pm 7pm
 Other (please specify) _____

6. Would you like to reduce the maximum stay period for pay and display customers?
 Yes No
 Maximum stay period 2 hours 4 hours
 Other (please specify) _____

Continued over page

7. Are there any other specific controls you would like to see operating in your zone?

Once completed, please pull out these central, black and white pages and return in the postage-paid envelope provided.

What happens next?

Feedback we receive from this consultation will be analysed on a street-by-street basis and reported to the Cabinet Member for Environment, Transport and Residents' Services in Summer 2016.

We can only make a recommendation to the Cabinet Member if there is a clear consensus and overall majority of support for any of the options provided.

For further information please contact:

Carl Gellard (Parking Projects Engineer)
 Email: carl.gellard@lbhf.gov.uk
 Telephone: 020 8753 3522

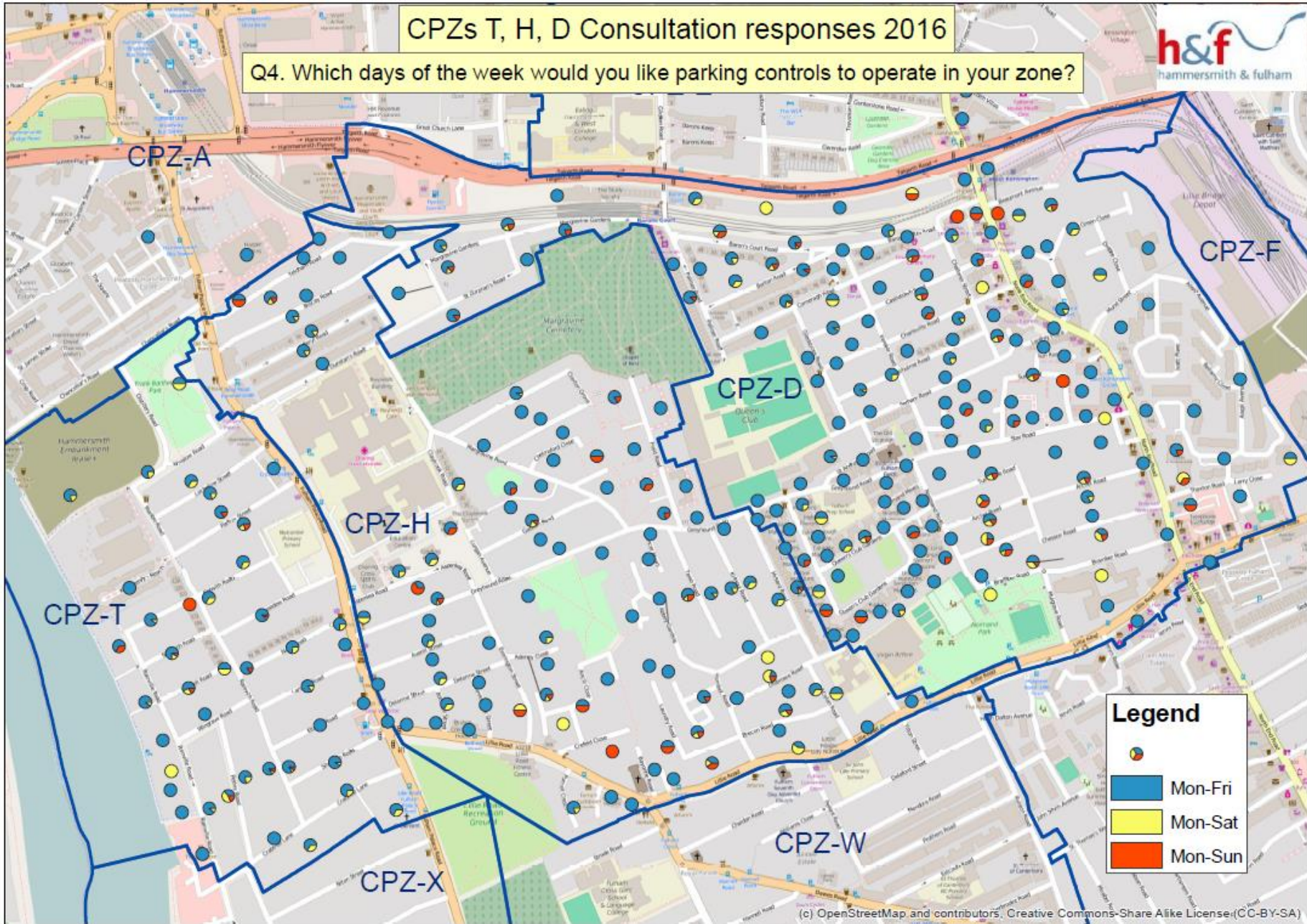
Marta Kiraly (Parking Projects Engineer)
 Email: marta.kiraly@lbhf.gov.uk
 Telephone: 020 8753 6524

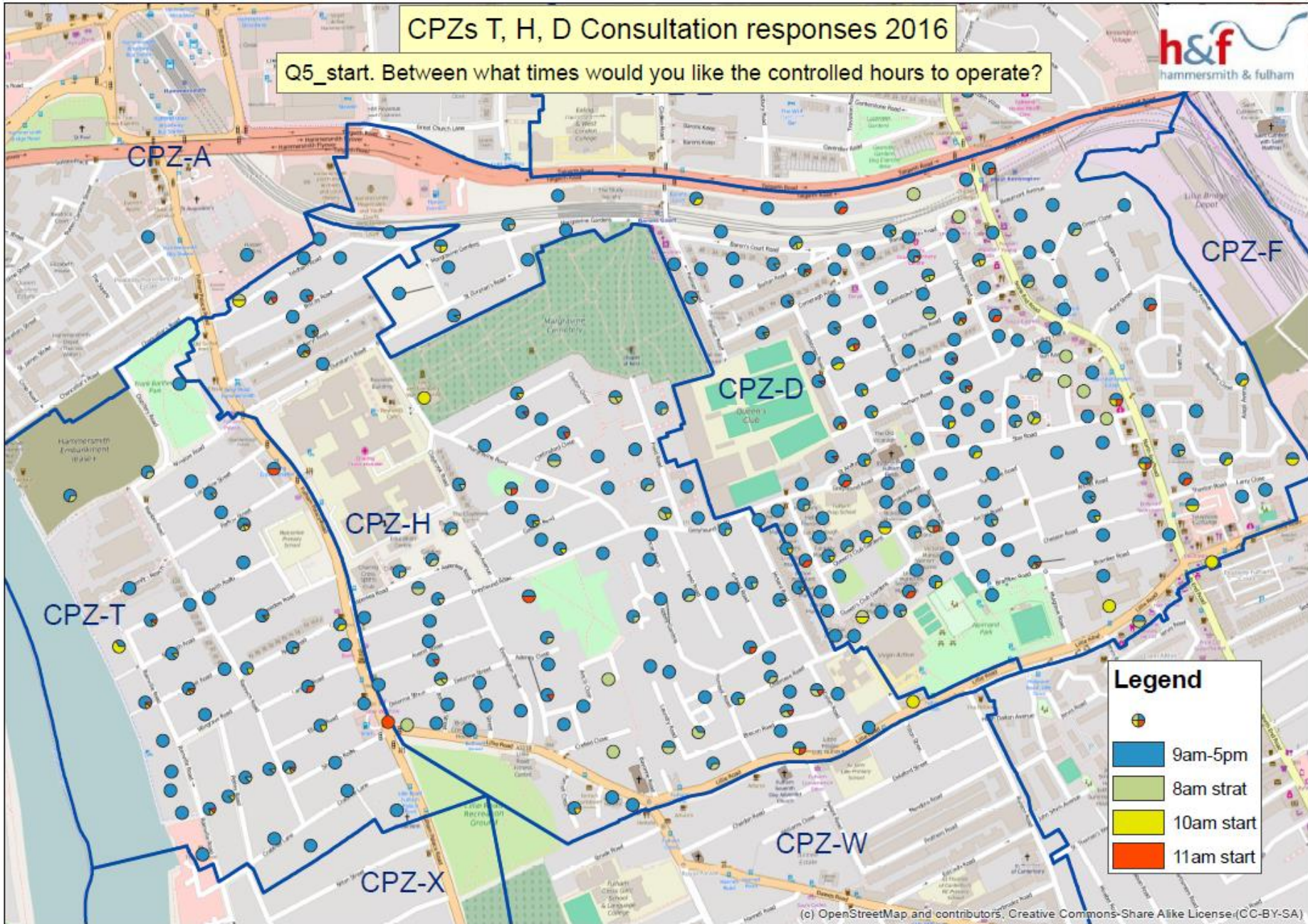
Transportation and Highways
 London Borough of Hammersmith & Fulham
 6th Floor
 Town Hall Extension
 King street
 London W6 9JU
www.lbhf.gov.uk/parking

ZONE T - STREET BY STREET ANALYSIS																
						Q3		Q4			Q5			Q6		Match Day Control
Street Name	Sent out	Received by post	Received online	Received total	Response rate	With permit	Without permit	Monday Friday controls	Different days	Do not change %	Keep existing hours	Change the controlled hours	Do not change %	Reduce maximum stay	No maximum stay	Introduce match day control
Bowfell Road	32	12		12	37.50%	9	2	7	6	58.33%	7	5	58.33%	6	6	5
Colwith Road	129	20	1	21	16.28%	15	5	15	6	71.43%	18	2	85.71%	7	13	7
Crabtree Lane	103	15		15	14.56%	14	1	10	5	66.67%	10	5	66.67%	3	12	7
Chancellors Road	34															
Distillery Road - office	1															
Ellaline Road	40	7		7	17.50%	3	2	5	2	71.43%	3	2	42.86%	5	0	1
Fulham Palace Road	346	12		12	3.47%	8	2	8	4	66.67%	8	2	66.67%	4	6	2
Lochaline Street	112	22		22	19.64%	16	6	16	6	72.73%	19	3	86.36%	7	15	8
Larnach Road	39	7		7	17.95%	7	0	6	1	85.71%	5	1	71.43%	1	6	1
Manbre Road	85	8	1	9	10.59%	0	9	8	1	88.89%	6	3	66.67%	2	7	2
Nella Road	49	21		21	42.86%	18	3	16	5	76.19%	14	7	66.67%	6	15	5
Parr's Way	130	7	1	8	6.15%	0	8	8	0	100.00%	7	1	87.50%	1	8	1
Parfrey Street	142	21		21	14.79%	15	6	14	7	66.67%	14	7	66.67%	6	15	9
Petley Road	131	21	2	23	17.56%	18	4	12	11	52.17%	18	5	78.26%	6	17	11
Playfair Street	1															
Rainville Road	252	21		21	8.33%	12	9	17	4	80.95%	17	4	80.95%	7	14	6
Rannoch Road	133	40	4	44	33.08%	38	6	35	9	79.55%	32	12	72.73%	5	39	18
Regatta Lane	92	3	3	6	6.52%	2	4	5	1	83.33%	1	5	16.67%	3	3	0
Rosedew Road	36	16	1	17	47.22%	13	4	15	2	88.24%	13	4	76.47%	2	15	7
Silverton Road	38	12		12	31.58%	9	3	11	1	91.67%	10	2	83.33%	4	8	3
Tierney Lane	107															
Skelwith Road	30	12		12	40.00%	11	1	9	2	75.00%	8	4	66.67%	6	6	6
Wingrave Road	38	10	1	11	28.95%	9	2	9	2	81.82%	10	1	90.91%	1	11	4
Winslow Road	62	9	1	10	16.13%	5	5	7	3	70.00%	5	5	50.00%	6	4	2
	2162	296	15	311	14.38%	222	82	233	78	74.92%	225	80	72.35%	88	220	105

ZONE H - STREET BY STREET ANALYSIS																
						Q3		Q4			Q5			Q6		Match Day Control
Street Name	Sent out	Received by post	Received online	Received total	Response rate	With permit	Without permit	Monday Friday controls	Different days	Do not change %	Keep existing hours	Change the controlled hours	Do not change %	Reduce maximum stay	No maximum stay	Introduce match day control
Abbey Gardens	68	3	3	6	8.82%	5	1	5	1	83.33%	4	2	66.67%	0	6	1
Adeney Close	63	13		13	20.63%	4	9	11	2	84.62%	12	1	92.31%	3	10	2
Ancill Close	34	3		3	8.82%	0	3	1	2	33.33%	2	1	66.67%	1	2	
Aspenlea Road	59	4		4	6.78%	2	2	1	3	25.00%	2	2	50.00%	2	2	1
Averill Street	102	15		15	14.71%	11	4	13	2	86.67%	13	2	86.67%	2	13	1
Bayonne Road	1			0												
Beryl Road	125	26	2	28	22.40%	17	11	21	7	75.00%	22	5	78.57%	7	21	2
Biscay Road	151	13	1	14	9.27%	9	5	12	2	85.71%	12	2	85.71%	4	10	
Bothwell Street	19	4	1	5	26.32%	4	1	3	2	60.00%	4	1	80.00%	3	2	2
Brecon Road	84	22		22	26.19%	16	6	15	7	68.18%	12	10	54.55%	8	16	3
Caroline Walk	7	1		1	14.29%	0	1	1	0	100.00%	0	1	0.00%	0	1	
Chelmsford Close	41	3		3	7.32%	1	2	3	0	100.00%	2	1	66.67%	1	2	
Claxton Grove	231	30	1	31	13.42%	20	11	30	1	96.77%	20	11	64.52%	4	27	
Claybrook Road	890	14		14	1.57%	10	4	9	5	64.29%	10	4	71.43%	5	9	
Crammond Close	33	5	1	6	18.18%	0	6	5	1	83.33%	3	3	50.00%	4	2	1
Crefeld Close	83	7		7	8.43%	3	4	4	3	57.14%	2	5	28.57%	5	2	
Delorme Street	113	16	6	22	19.47%	16	6	20	2	90.91%	19	3	86.36%	2	20	
Disbrowe Road	49	14	1	15	30.61%	12	3	7	8	46.67%	8	7	53.33%	7	8	2
Distillery Lane	1			0												
Everington Street	89	9		9	10.11%	3	6	6	3	66.67%	7	2	77.78%	6	3	
Fulham Palace Road	223	7		7	3.14%	5	2	5	2	71.43%	7	0	100.00%	3	4	1
Field Road	277	21		21	7.58%	8	13	18	3	85.71%	12	9	57.14%	9	12	1
Gastein Road	98	22	2	24	24.49%	20	4	22	2	91.67%	20	4	83.33%	5	19	5
Greyhound Road	466	36	4	40	8.58%	27	13	36	4	90.00%	35	5	87.50%	10	30	
Hawksmoor Street	19	3		3	15.79%	1	3	3	0	100.00%	3	0	100.00%	0	3	
Humbolt Road	99	13	1	14	14.14%	9	5	10	4	71.43%	12	2	85.71%	3	11	
Kinnoul Road	104	15		15	14.42%	13	2	11	3	73.33%	9	6	60.00%	3	12	1
Laundry Road	53	5		5	9.43%	2	3	4	1	80.00%	4	1	80.00%	2	3	
Lampeter Square	87	11	1	12	13.79%	1	11	9	3	75.00%	7	5	58.33%	5	7	
Lillie Road	304	17	1	18	5.92%	12	6	15	3	83.33%	9	9	50.00%	3	15	1
Lurgan Avenue	1			0												
Margravine Road	127	10		10	7.87%	3	7	8	2	80.00%	6	4	60.00%	4	6	
Moylan Road	48	9		9	18.75%	5	4	5	4	55.56%	5	4	55.56%	4	5	
Musard Road	137	22	1	23	16.79%	21	2	17	6	73.91%	18	3	78.26%	5	18	4
Oakley Walk	18	2		2	11.11%	1	1	2	0	100.00%	1	1	50.00%	0	2	
Paynes Walk	27	1		1	3.70%	1	0	1	0	100.00%	0	1	0.00%	0	1	
Purcell Crescent	34	5		5	14.71%	5	0	4	1	80.00%	4	1	80.00%	1	4	
Spencer Mews	44	5		5	11.36%	0	5	5	0	100.00%	5	0	100.00%	1	4	
St Albans Terrace	21	2		2	9.52%	1	1	1	1	50.00%	1	1	50.00%	1	1	
St Dunstan's Road	69	8	1	9	13.04%	5	4	6	3	66.67%	4	5	44.44%	5	4	
Tasso Road	88	19	3	22	25.00%	20	2	17	5	77.27%	17	5	77.27%	17	5	1
Yeldham Road	200	24	1	25	12.50%	17	6	22	3	88.00%	20	5	80.00%	7	16	
	4787	459	31	490	10.24%	310	179	388	101	79.18%	353	134	72.04%	152	338	29

ZONE D - STREET BY STREET ANALYSIS																
						Q3		Q4			Q5			Q6		Match Day Control
Street Name	Sent out	Received by post	Received online	Received total	Response rate	With permit	Without permit	Monday Friday controls	Different days	Do not change %	Keep existing hours	Change the controlled hours	Do not change %	Reduce maximum stay	No maximum stay	Introduce match day control
Aisgill Avenue	73	4	1	5	6.85%	2	2	3	1	60.00%	4	0	80.00%	0	4	
Archel Road	239	51	1	52	21.76%	29	8	32	13	61.54%	27	14	51.92%	19	21	29
Baron's Court Road	517	49	2	51	9.86%	38	13	35	15	68.63%	35	11	68.63%	17	35	1
Barton Road	131	16		16	12.21%	8	8	14	2	87.50%	9	3	56.25%	4	12	
Beaumont Avenue	4	2	1	3	75.00%	3	0	2	1	66.67%	2	1	66.67%	2	1	
Beaumont Crescent	131	12	1	13	9.92%	7	6	12	1	92.31%	12	1	92.31%	3	9	2
Bellamy Close	9			0												
Bramber Road	179	16	4	20	11.17%	12	8	10	9	50.00%	13	6	65.00%	5	14	6
Castletown Road	445	33	9	42	9.44%	28	14	30	12	71.43%	29	11	69.05%	13	28	5
Challoner Crescent	21	6	1	7	33.33%	5	2	7	0	100.00%	6	1	85.71%	2	5	1
Challoner Street	79	8	4	12	15.19%	7	5	10	2	83.33%	6	6	50.00%	12	0	1
Charleville Road	368	26	2	28	7.61%	20	8	24	3	85.71%	17	11	60.71%	8	20	2
Cheeseman's Terrace	191	20		20	10.47%	7	13	16	4	80.00%	11	6	55.00%	10	9	
Chesson Road	242	34	3	37	15.29%	28	9	21	16	56.76%	25	10	67.57%	12	22	21
Comeragh Road	458	55	6	61	13.32%	41	19	42	17	68.85%	44	17	72.13%	17	35	2
Comeragh Mews	14	1	1	2	14.29%	1	1	2	0	100.00%	2	0	100.00%	2	0	
Dieppe Close	28	1		1	3.57%	0	1	1	0	100.00%	1	0	100.00%	1	0	
Fairholme Road	373	31	2	33	8.85%	22	12	29	5	87.88%	25	8	75.76%	13	20	1
Fane Street	3			0												
Franklin Square	26	1		1	3.85%	0	1	1	0	100.00%	1	0	100.00%	1	0	
Gledstones Road	139	22	2	24	17.27%	15	8	21	2	87.50%	16	4	66.67%	3	17	1
Greyhound Road	67	7	2	9	13.43%	7	2	8	1	88.89%	6	3	66.67%	1	8	
Gibbs Green Close	100	6		6	6.00%	5	1	4	2	66.67%	5	1	83.33%	4	2	
Gliddon Road	4			0												
Ivatt Place	202	7		7	3.47%	2	5	7	0	100.00%	5	2	71.43%	3	4	
Kensington Hall Garden	78	7		7	8.97%	6	1	2	2	28.57%	4	1	57.14%	3	4	
Lanfrey Place	21	2		2	9.52%	2	0	2	0	100.00%	2	0	100.00%	2	0	
Lerry Close	6	1		1	16.67%	1	0	1	0	100.00%	1	0	100.00%	1	0	
Lillie Road	106	9	0	9	8.49%	2	7	8	1	88.89%	3	2	33.33%	7	2	
Marchbank Road	102	6		6	5.88%	5	1	5	1	83.33%	3	3	50.00%	4	2	
Margravine Gardens	157	27	5	32	20.38%	23	9	25	7	78.13%	23	9	71.88%	8	24	1
Mund Street	5			0												
Musard Road	11			0												
Normand Mews	11	2	1	3	27.27%	2	1	3	0	100.00%	3	0	100.00%	2	1	
Normand Road	27	6		6	22.22%	5	1	6	0	100.00%	6	0	100.00%	3	3	
North End Road	683	36	1	37	5.42%	12	25	32	4	86.49%	27	10	72.97%	9	21	2
Orchard Square	13	3		3	23.08%	3	0	2	1	66.67%	3	0	100.00%	1	2	
Palliser Road	146	16	2	18	12.33%	13	5	16	2	88.89%	16	2	88.89%	14	4	
Perham Road	365	39	2	41	11.23%	24	17	33	1	80.49%	29	7	70.73%	6	30	
Queen's Club Gardens	554	83	9	92	16.61%	57	34	72	12	78.26%	68	24	73.91%	22	62	5
Shuters Square	17	1		1	5.88%	1	0	1	0	100.00%	1	0	100.00%	1	0	
Stanier Close	7			0												
St. Andrew's Road	61	13		13	21.31%	10	3	13	0	100.00%	10	3	76.92%	13	0	
St Dunstan's Road	147	25	5	30	20.41%	23	7	26	4	86.67%	26	3	86.67%	5	25	
Star Road	200	23		23	11.50%	6	17	17	22	73.91%	16	5	69.57%	9	13	
Sun Road	13	2		2	15.38%	2	0	0	2	0.00%	0	2	0.00%	0	2	
Talgarth Road	374	13	1	14	3.74%	8	6	9	4	64.29%	7	5	50.00%	7	7	1
Telephone Place	6			0												
Thaxton Road	8	1		1	12.50%	0	1	1	0	100.00%	1	0	100.00%	1	0	
Turneville Road	109	18	1	19	17.43%	18	4	10	9	52.63%	16	2	84.21%	5	13	8
Vereker Road	156	13	2	15	9.62%	7	8	14	1	93.33%	11	4	73.33%	6	9	3
Vine Square	11			0												
	7437	754	71	825	11.09%	517	293	629	179	76.24%	577	198	69.94%	281	490	92





By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
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