	<p align="center">London Borough of Hammersmith & Fulham</p> <p align="center">(CABINET MEMBER DECISION)</p> <p align="center">16th March 2015</p>
<p>Controlled Parking Zone N Consultation Results</p>	
<p>Report of the Cabinet Member for Environment, Transport and Resident Services.</p>	
<p>Open Report</p>	
<p>Classification - For Decision Key Decision: No</p>	
<p>Wards Affected: College Park & Old Oak Ward</p>	
<p>Accountable Executive Director: Mahmood Siddiqi – Director for Transport & Highways</p>	
<p>Report Author: Carl Gellard – Project Engineer</p>	<p>Contact Details: Tel: 020 8753 3522 E-mail: carl.gellard@lbhf.gov.uk</p>

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.

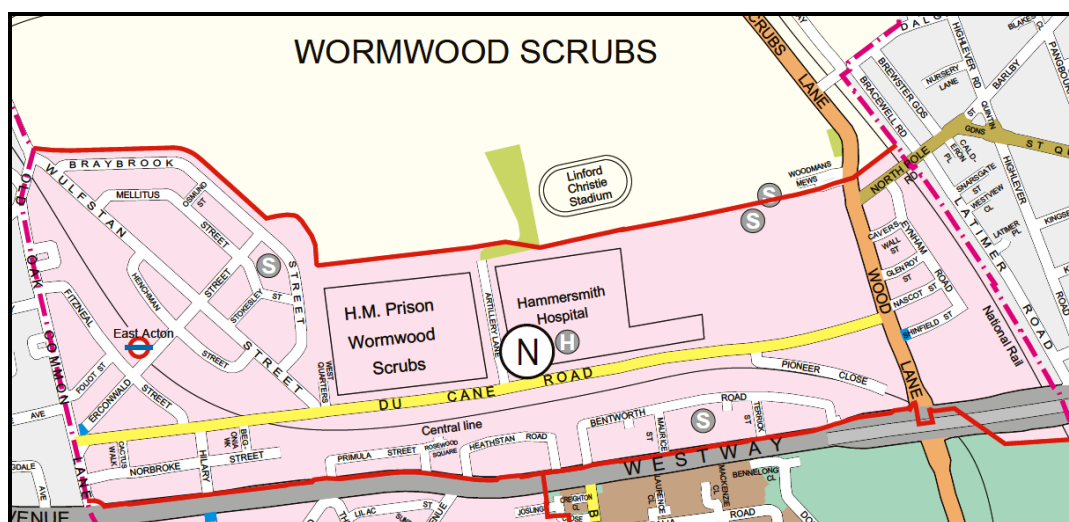
3. REASONS FOR DECISION

- 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



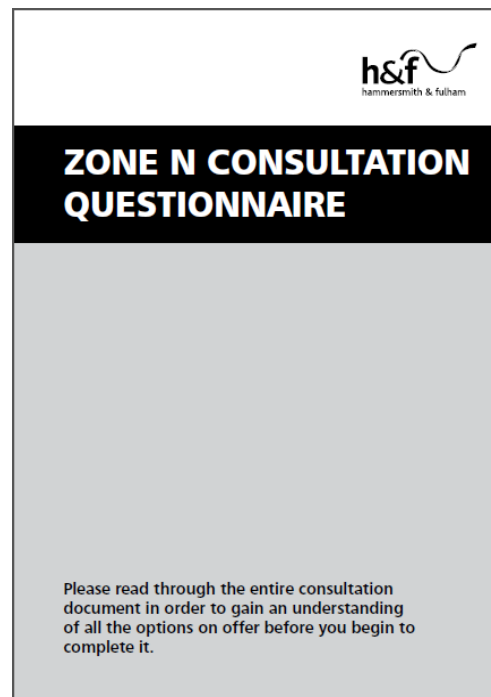
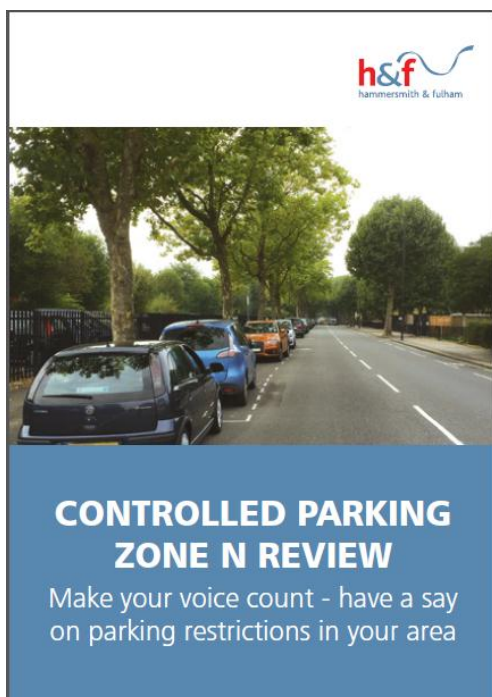
- 4.2. Parking controls in CPZ N operate from 9am to 5pm, Monday to Friday and is available for all residents and businesses who display a valid permit, and for any visitor who purchases a pay & display ticket (up to a maximum of 8 hours). In addition, resident's visitors may park at a cheaper tariff 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 7th November 2014. A four week consultation period was given which concluded on Monday 8th December 2014. The consultation document was also available to respond to online through the Councils Citizenspace hub.



CONSULTATION RESULTS AND ANALYSIS

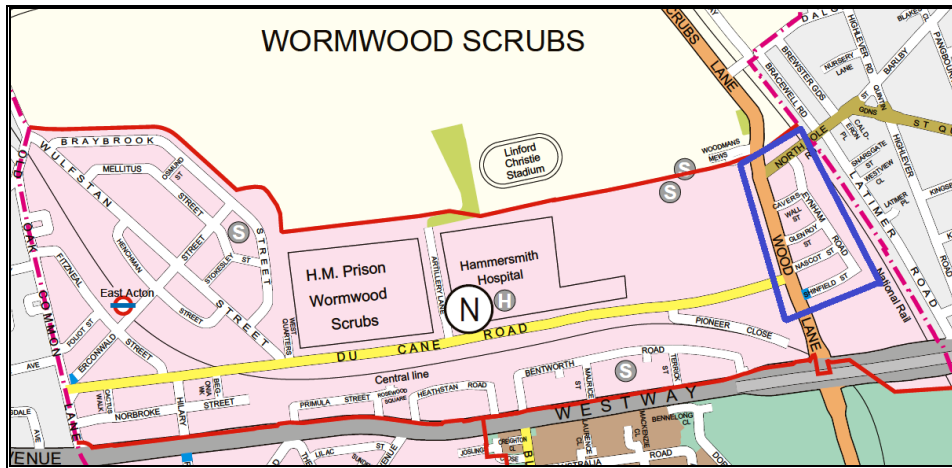
5.3. Of the 3,223 consultation documents distributed, 244 responses were received which is a response rate of **7.5%**. The table below details the results to each question. **Appendix 1** provides a detailed analysis of results from each street.

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

	No response	3%
3:		
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%
	No response (Those content with 9.00am)	51%
4:		
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%
	No response (Those content with 5.00pm)	61%
5:		
What should the maximum stay period for pay & display be?	1 Hour	4%
	2 Hours	14%
	4 Hours	20%
	No Maximum Stay	56%
	No Response	6%
6a:		
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%
	No	68%
	No Response	3%
6b:		
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%
7:		
Would you support the introduction of a dedicated electric vehicle charging point in your area if there was local demand?	Yes	56%
	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

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
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**