	London Borough of Hammersmith & Fulham	
	CABINET MEMBER DECISION 16/5/2016	
2015 CPZ B & E CONSULTATION		
Report of Councillor Harcourt, Cabinet Member for Environment, Transport and Resident Services		
Open Report		
Classification: For Decision		
Key Decision: No		
Wards Affected: Addison, Avonmore and Brook Green		
Accountable Director: Mahmood Siddiqi, Director Transport and Highways		
Report Author: Edward Stubbing, Transport Planner		Contact Details: Tel: 020 8753 4651 E-mail: edward.stubbing@lbhf.gov.uk

AUTHORISED BY:DATE:

1. EXECUTIVE SUMMARY

- 1.1. Residents and businesses of controlled parking zone B and E (CPZ B & E), were consulted on parking controls in November 2015. This consultation was held in response to increasing correspondence from local residents regarding the reported issues of parking around the Olympia Exhibition centre.
- 1.2. The consultation received a total of 810 responses from across the two zones. The responses from CPZ E showed that 66.4% of respondents were in favour of introducing Sunday controls. In CPZ B the majority of the

zone was in favour of introducing Saturday and Sunday controls. The north west part of the zone did not have a majority in favour of extending controls.

- 1.3. In response officers are recommending that parking controls in CPZ E be extended to include Sunday's. The new parking controls would be Monday to Sunday, 9am to 8pm, with a 2 hour maximum stay period.
- 1.4. In CPZ B the recommendation is for the larger part of the zone to operate Monday to Sunday , 9am to 7pm, with a 2 hour maximum stay period. A subsection detailed in Appendix 6 would be created and classified as zone BB. Parking controls in zone BB would remain Monday to Friday 9am to 6pm.

2. RECOMMENDATIONS

- 2.1. Approval of changes to CPZ E parking controls to operate from Monday to Sunday, 9am to 8pm with a 2 hour maximum stay.
- 2.2. Approval of changes to the larger section of CPZ B (as detailed in appendix 6), parking controls to operate from Monday to Sunday, 9am to 7pm with a 2 hour maximum stay. With the remaining area becoming a sub section referred to as CPZ BB with no changes to existing controls.
- 2.3. Approval to amend the boundary of CPZ A and E, so that both Lily Close and More Close and the appropriate properties become part of CPZ A.

3. REASONS FOR DECISION

- 3.1. The results of the parking consultation show that the majority of respondents are in support of extended parking controls. There are several patterns that can be determined within both CPZs which show that some streets are not in support of extended controls. As part of the proposals and actions from the consultation it is recommended that some streets be rezoned, and that other streets do not have parking controls altered. This process and the proposals recommended are in line with the Department for Transport's guidelines on CPZ consultations and CPZ best practices.
- 3.2. 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 Zone E is located in the eastern part of the borough, and borders with the Royal Borough of Kensington and Chelsea. The zone is bordered to the North by Hammersmith Road and the A4 to the south (see Appendix 1). The CPZ currently has parking controls that operate between 9am-8:30pm, Monday to Saturday. During this period all parking bays are controlled and users must either display a valid permit, or use the Pay & Display ticket machines or phone payment service to purchase a valid parking session.
- 4.2. CPZ E was last consulted in June 2015, where there was a mixed response from residents and business. There was a 7.1% response rate for this consultation which is lower than average. Only 39.2% of respondents were in favour of any form of extension of parking controls. However there was a much higher level of support for extending controls on streets towards the eastern side of the CPZ.
- 4.3. Controlled Parking Zone B is also located in the eastern part of the borough, and borders with the Royal Borough of Kensington and Chelsea. The zone is bordered to the North by Addison Gardens and Hammersmith Road to the south (see Appendix 1). The CPZ currently has parking controls that operate between 9am-6pm, Monday to Friday. During this period all parking bays are controlled and users must either display a valid permit, or use the Pay & Display ticket machines to purchase a valid parking session.
- 4.4. CPZ B was last consulted in 2008, where respondents were against any changes to the days that parking controls operate on. The consultation did result in the hours of controlled parking being extended from 5pm to 6pm, with 61% of respondents supporting these changes.
- 4.5. At present both zones have the SMART Visitor Permit which offers a discounted rate of parking for residents visitors. This permit system works similar to oyster card, with users topping up their cards and then activating them and displaying them in the visitors vehicle when required. The Council are 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.

5. PROPOSAL AND ISSUES

- 5.1. Residents and businesses have provided representation to the council on a number of occasions regarding the growing problem of parking in parts of CPZ B & E. Ward councillors and the Cabinet member for Environment, Transport and Residential services, have also requested that both of these CPZs be reviewed based on correspondence they have received.

- 5.2. The Olympia Exhibition Centre has been reported by many residents and ward councillors to be a key factor in the sudden increase in parking pressure in the local area. The Exhibition centre has seen a considerable uplift in the number and size of events taking place at its venue since the closure of Earls Court. The increase in both visitors and exhibitors to the venue is reported to be having a negative impact on parking availability in the surrounding area.
- 5.3. At present CPZ B has no parking controls on weekends and CPZ E has no Sunday controls. Residents of both zones have complained that the lack of any form of controlled parking on these days, is allowing visitors and exhibitors to park in residential streets around the venue and is preventing local residents from being able to park as well.
- 5.4. The council agreed in light of the reported problems that a parking consultation to gauge opinion on parking controls would be the best course of action.

6. CONSULTATION

- 6.1. The consultation on CPZ B and E parking controls began on the 2nd of November and ran for 4 weeks closing on the 30th of November. Postal responses were accepted until the 7th of December to allow for courier times. The consultation was offered online and in paper format. All registered postal addresses in CPZ B and E received a copy of the CPZ booklet which include a questionnaire, the package also included a pre paid return envelope.
- 6.2. The consultation received a total of 437 responses from CPZ B and 473 responses from CPZ E. This represents a 13.3% response rate from CPZ B and 10.6% response rate from CPZ E.
- 6.3. The results from CPZ E showed that 66.4% of respondents in the zone were in favour of parking controls being extended to include Sunday controls.
- 6.4. The results from the consultation showed that the roads further away from the Olympia Exhibition Centre were less supportive of extending parking controls to include Sunday. Appendix 4 is a map showing the responses on a street by street basis.
- 6.5. The results from CPZ B show that 59.5% of the zone want Saturday parking controls and that 54.5% of the zone want Sunday controls.
- 6.6. The roads further away from the Olympia Exhibition Centre were less supportive of weekend controls, this can be seen in appendix 5. Several roads including Redan Street and Irving Road were against the introduction of any additional controls.

- 6.7. There were a number of comments received as well as responses to the questions asked. These have been summarised into the table below:

<i>Request</i>	<i>Number of Responses</i>
Lower visitor charges	61
Introduce a maximum stay	153
Residents only parking	42
Higher P&D charges	61

- 6.8. As well as the paper consultation, further public consultations were held with several groups including the Avonmore Residents association and the Olympia residents group. These meetings provided additional feedback on the existing parking conditions and offered these groups the chance to provide feedback on proposals. The feedback from these meetings was important in understanding the local nature of the parking stress that residents were reportedly under.

7. PROPOSED ACTIONS

- 7.1. The consultations and subsequent meetings have shown that there is majority support for the implementation of additional parking controls. However the issues are not uniform even across an area the size of a CPZ, in light of this the recommended actions include changing zone boundaries for some of the existing streets.
- 7.2. It is recommended that parking controls in CPZ E are extended to include Sunday parking. The new controls will be 9am - 8pm, Monday to Sunday.
- 7.3. The area to the west of Glidden Road did not support the extension of parking controls to include Sundays. Council Officers have also received a number of requests from residents living in Lily Close and More Close to have CPZ A permits, rather than CPZ E. This is due mostly to the access point to both of these roads being from Colet Gardens which is in CPZ A. Appendix X shows where these two roads should be moved to a different zone.
- 7.4. It is recommended that in line with consultation feedback that the larger part of CPZ B, as detailed in appendix 6 has extended parking controls operating from 9am – 7pm, Monday to Sunday.
- 7.5. The remaining subsection of CPZ B will not have any changes made to the existing parking controls. It is proposed that these streets and parking bays will remain as part of CPZ B, however they will be clearly marked with different operating times. In line with DfT guidance where a

geographical area has uniform parking controls it is possible to keep them as part of a larger CPZ where different parking controls operate.

- 7.6. In both CPZ B and E where the parking controls are to be extended, it is recommended to introduce a 2 hour maximum stay period at all times of control hours. This will help to prevent commuter and longer parking from visitors. The maximum stay period would not affect the Smart Visitor Permit, meaning that residents visitors could still stay for longer periods.
- 7.7. The recommended actions does not include merging CPZ B and E. This is due to a lack of support from local residents, as well as a concern over parking stress levels.
- 7.8. As part of the existing parking permit arrangement CPZ B permits can currently park in CPZ C and CC. It is recommended that no changes are made to this existing arrangement.

8. EQUALITY IMPLICATIONS

- 8.1. Officers will give due consideration to any mitigating actions that could be taken as a result of the proposed changes to parking controls. If it is not possible to implement mitigating measures, the overall benefits of any proposal 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 S149 of the Equality Act 2010.
- 8.2. Implications completed by: (Edward Stubbing, Transport Planner, ex.4651)

9. LEGAL IMPLICATIONS

- 9.1. The Council will need to comply with the requirements set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.2. Implications completed by: (Lindsey Le Masurier, Senior Solicitor, ext. 020 7361 2118)

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. The proposed changes to controls in CPZ B and E will require changes to the signage. The zone entry signs are estimated to cost around £5,000, and will be paid from the exisiting parking projects budget.
- 10.2. The parking bay signs would also need to be replaced. The cost for doing this however will already be included in a separate project. The Pay & Display infrastructure upgrade project approved by Cabinet in September 2015 includes the funding to replace all the parking signs in the borough, as such no additional funding is required to pay for this cost.

10.3. There are also likely to be implications for the parking income budgets due to the extension of the controls. The value of this will depend on the demand for the parking spaces at these times and the impact of the 2 hour maximum stay. The average pay and display receipts per controlled parking day in 2015-16 were £1,132 in zone B and £1,899 in zone E.

10.4. Implications completed by: (Amit Mehta, Principal Accountant, ext. 3394)

11. IMPLICATIONS FOR BUSINESS

11.1 The proposed changes may impact on visitors to local shops and amenities as the parking controls are going to be extended. However the extension of controlled parking hours may mean that the local highway network is less congested by vehicles circling looking for parking, as such the shops may be more accessible for visitors by car and buses. Officers will monitor the new controls and propose mitigations if required.

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.			

[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

Map showing locations of CPZ B and E

Appendix 2

CPZ E results on a street by street basis

Appendix 3

CPZ B results on a street by street basis

Appendix 4

Map of CPZ E results on a street by street basis

Appendix 5

Map of CPZ B results on a street by street basis

Appendix 6

Proposed map of new CPZ boundaries

Appendix 1



Appendix 2

	Number of Responses	Number of Addresses	Response Rate	Monday to Friday	Mon to Fri %
Addison Bridge Road	9	80	11.3%	9	100%
Auriol Road	11	103	10.7%	11	100%
Avonmore Road	68	416	16.3%	67	99%
Bishops Kings Road	7	35	20.0%	6	86%
Earsby Street	20	67	29.9%	20	100%
Edith Road	34	458	7.4%	34	100%
Edith Villas	10	214	4.7%	10	100%
Fitzgeorge	11	114	9.6%	11	100%
Fitzjames	21	217	9.7%	21	100%
Glazbury Road	5	138	3.6%	5	100%
Gliddon Road	8	182	4.4%	8	100%
Gorleston Street	1	3	33.3%	1	100%
Gunterstone Road	39	295	13.2%	39	100%
Gwendwr Road	36	191	18.8%	36	100%
Hammersmith Road	54	281	19.2%	53	98%
Lily Close	0	99	0.0%	0	0%
Lisgar Terrace	22	231	9.5%	22	100%
Matheson Road	12	207	5.8%	12	100%
More Close	5	125	4.0%	5	100%
Mornington Avenue	17	104	16.3%	17	100%
Munden Street	3	90	3.3%	3	100%

North End Crescent	2	57	3.5%	2	100%
North End Road	18	311	5.8%	18	100%
Southcombe Street	5	29	17.2%	5	100%
Stanwick Road	12	207	5.8%	12	100%
Stonor Road	22	114	19.3%	22	100%
Trevanion Road	13	30	43.3%	13	100%
Vernon Street	8	61	13.1%	8	100%
Total	473	4459	10.6%	470	99.4%

	Saturday	Sat %	Sunday	Sun %	In Favour of Merging	%
Addison Bridge Road	9	100%	8	89%	7	78%
Auriol Road	7	64%	4	36%	7	64%
Avonmore Road	62	91%	57	84%	47	69%
Bishops Kings Road	5	71%	5	71%	5	71%
Earsby Street	18	90%	17	85%	12	60%
Edith Road	18	53%	9	26%	22	65%
Edith Villas	9	90%	7	70%	5	50%
Fitzgeorge	10	91%	7	64%	10	91%
Fitzjames	17	81%	13	62%	20	95%
Glazbury Road	2	40%	2	40%	3	60%
Gliddon Road	3	38%	2	25%	2	25%

Gorleston Street	1	100%	1	100%	1	100%
Gunterstone Road	22	56%	14	36%	33	85%
Gwendwr Road	25	69%	22	61%	10	28%
Hammersmith Road	50	93%	49	91%	35	65%
Lily Close	0	0%	0	0%	0	0%
Lisgar Terrace	17	77%	18	82%	11	50%
Matheson Road	10	83%	9	75%	6	50%
More Close	1	20%	1	20%	2	40%
Mornington Avenue	12	71%	10	59%	9	53%
Munden Street	2	67%	2	67%	1	33%
North End Crescent	2	100%	2	100%	1	50%
North End Road	13	72%	12	67%	11	61%
Southcombe Street	5	100%	5	100%	2	40%
Stanwick Road	10	83%	9	75%	7	58%
Stonor Road	21	95%	15	68%	12	55%
Trevanion Road	10	77%	8	62%	9	69%
Vernon Street	6	75%	6	75%	5	63%
Total	367	77.6%	314	66.4%	295	62.4%

Appendix 3

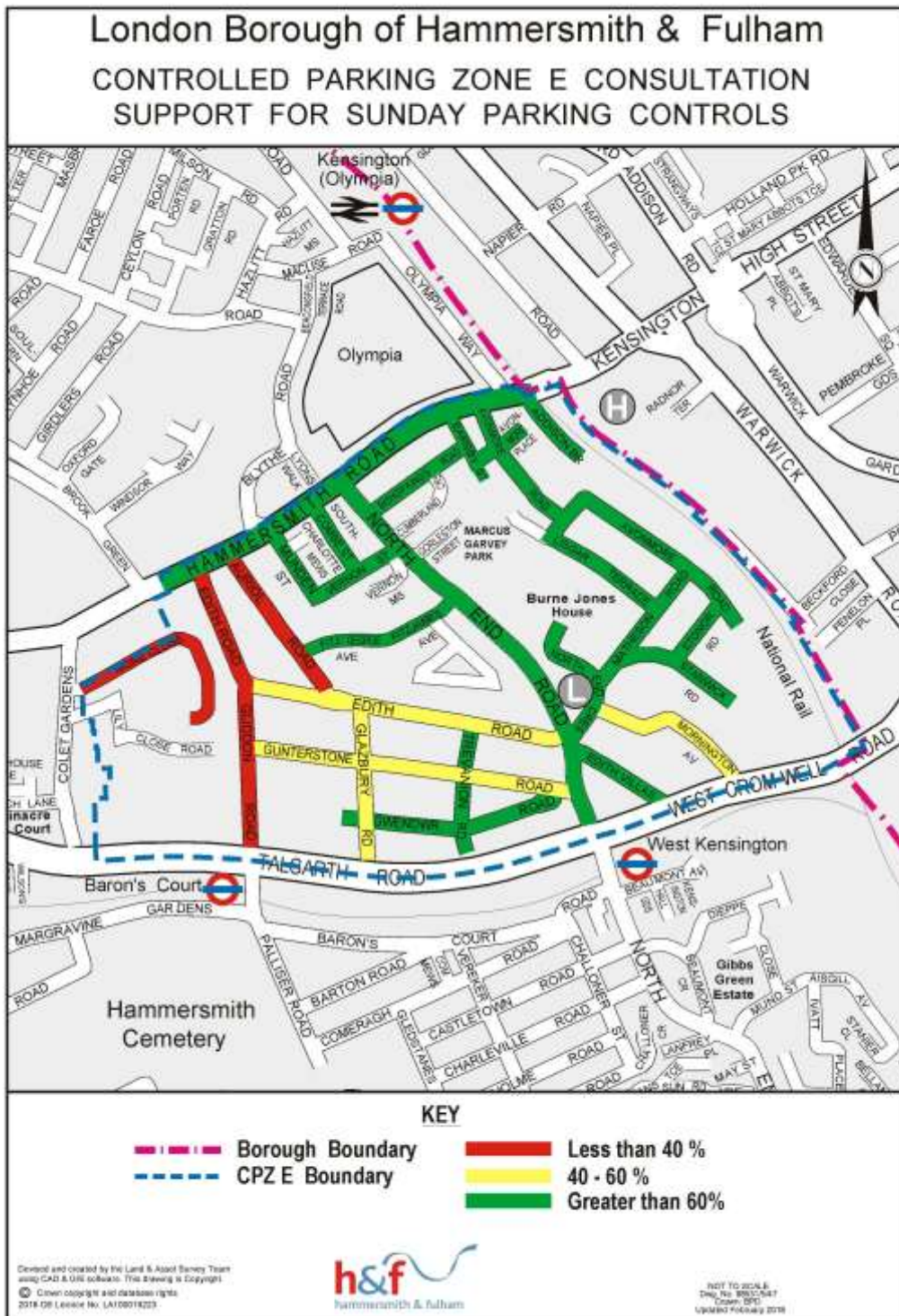
	Number of Responses	Number of Addresses	Response Rate	Monday to Friday	Mon to Fri %
Aynhoe Road	29	155	18.7%	28	97%
Beaconsfield Terrace	1	20	5.0%	1	100%
Bergham Mews	2	13	15.4%	2	100%
Blythe Road	53	374	14.2%	53	100%
Bollingbroke Road	32	241	13.3%	31	97%
Caithness Road	32	243	13.2%	32	100%
Ceylon Road	19	78	24.4%	18	95%
Faroe Road	17	87	19.5%	17	100%
Fielding Road	9	72	12.5%	9	100%
Girdlers Road	17	187	9.1%	17	100%
Gratton Road	16	181	8.8%	15	94%
Hazlitt Mews	1	13	7.7%	1	100%
Hazlitt Road	8	117	6.8%	8	100%
Hofland Road	5	45	11.1%	5	100%
Irving Road	13	95	13.7%	13	100%
Maclise Road	12	95	12.6%	12	100%
Masbro Road	25	182	13.7%	25	100%
Milson Road	22	134	16.4%	22	100%
Porten Road	10	70	14.3%	10	100%
Redan Street	12	98	12.2%	12	100%
Sinclair Road	98	734	13.4%	97	99%
Souldern Road	3	32	9.4%	3	100%

Spring Vale Terrace	1	16	6.3%	1	100%
Total	437	3282	13.3%	432	98.9%

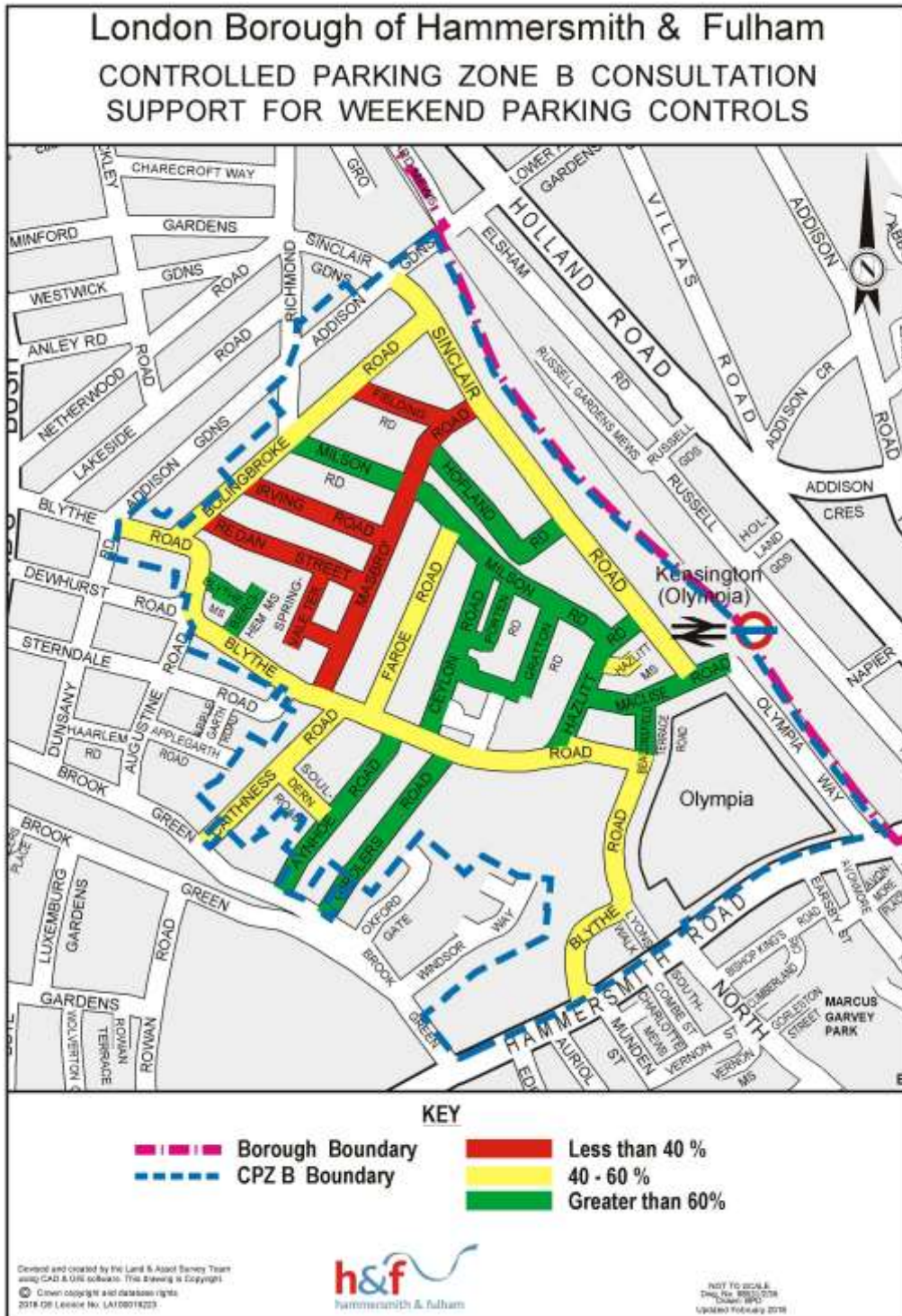
	Saturday	Sat %	Sunday	Sun %	In Favour of Merging	%
Aynhoe Road	19	66%	18	62%	13	45%
Beaconsfield Terrace	1	100%	1	100%	1	100%
Bergham Mews	2	100%	2	100%	2	100%
Blythe Road	31	58%	27	51%	31	58%
Bollingbroke Road	21	66%	16	50%	15	47%
Caithness Road	17	53%	16	50%	11	34%
Ceylon Road	12	63%	12	63%	9	47%
Faroe Road	8	47%	7	41%	10	59%
Fielding Road	1	11%	1	11%	1	11%
Girdlers Road	14	82%	13	76%	13	76%
Gratton Road	11	69%	10	63%	11	69%
Hazlitt Mews	1	100%	0	0%	1	100%
Hazlitt Road	6	75%	6	75%	6	75%
Hofland Road	4	80%	3	60%	3	60%
Irving Road	4	31%	3	23%	6	46%
Maclise Road	12	100%	12	100%	4	33%
Masbro Road	10	40%	8	32%	6	24%
Milson Road	15	68%	14	64%	10	45%
Porten Road	7	70%	7	70%	6	60%

Redan Street	4	33%	3	25%	1	8%
Sinclair Road	58	59%	57	58%	44	45%
Souldern Road	2	67%	1	33%	1	33%
Spring Vale Terrace	0	0%	0	0%	0	0%
Total	260	59.5%	237	54.2%	205	46.9%

Appendix 4



Appendix 5



Appendix 6

