Purpose of Report:

Consultations have been carried out for a new controlled parking zone in areas around Wesley Estate, Park Royal, for a small extension of Gypsy Corner CPZ along Park Royal Road and for a review of the Valetta Road controlled zone X. This report sets out the results of these consultations and proposes recommendations for Cabinet approval.

1. Recommendations

It is recommended that Cabinet;

i. Notes the results of the Wesley Estate CPZ consultation detailed in this report.

ii. Approves the implementation of controlled parking in the area detailed in sections 2.2 to 2.14 of this report.

iii. Agrees that the Wesley Estate CPZ operate:
Monday – Friday
10am to 11am and 3pm to 4pm.

iv. Notes the results of the Park Royal Road CPZ Extension consultation as detailed in this report.

v. Approves the extension of controlled parking in the area as detailed in sections 2.15 to 2.29 of this report.

vi. Agrees that the CPZ Extension on Park Royal Road adopt the same operating hours as those of the main Gypsy Corner CPZ to which the extension is being added to. The operating hours are:

   Monday – Friday
   10am to 11am and 3pm to 4pm.

vii. Agrees that the newly controlled parking bays along the western kerbside of Park Royal Road (in front of The Courtyard) be dual use bays.

viii. Notes the results of the Valetta Road CPZ review (2014) as detailed in this report.

ix. Approves the change (as detailed in section 2.36 – 2.40) to the operating times for the Valetta Road CPZ-X to:

   Monday – Friday;
   9am – 7pm

x. Authorises the Assistant Director of Highway Service to take all the necessary steps including minor adjustments to implement measures set out in recommendations (ii to ix) above subject to the outcome of any statutory consultation.

2. Reason for Decision and Options Considered

Public consultation has been carried out to (a) introduce a new controlled parking zone in areas around Wesley Estate (b) extend the CPZ controls on a small length of Park Royal Road on the western side, south of the railway bridge and (c) review the existing Valetta Road CPZ. The results of these consultations are presented in this report. It is within the remit of Cabinet to approve/disapprove the introduction, modifications or extension to a CPZ subject to statutory consultations.

2.1 Background of Scheme and Consultation Results

Wesley Estate Proposed CPZ
In March 2014, Cabinet approved the consultation for the proposed CPZ in the Wesley Estate area as part of the borough’s CPZ Programme for 2014/2015.

Public consultation was undertaken in October-November 2014. The consultation was arranged across areas of parking concern. An exhibition was arranged on the 8th November 2014 at Central Middlesex Hospital. A plan of the consultation areas may be viewed in Appendix 1.

Results of this consultation are summarised below. For further information, please refer to Appendix 2.

A total of 268 consultation documents were sent to residents and 79 responses were received. This equates to a response rate of 29.5%.

The residents and businesses in the area were asked whether they would like controlled parking introduced in their area.

The results of the consultation show the majority of residents who responded wanted parking controls implemented in their area 61%, compared to 39% who are against the proposals.

Residents were asked whether they considered there to be parking pressures in their area and if so, what they considered to be the main causes of this pressure. For this question, residents were presented with several options and were invited to tick all those they thought to be applicable.

The most commonly stated cause of parking pressure was workers and commuters, accounting for 75% (57). This was followed by 45% (45) citing business and industrial centres. However, 17% (13) of responses alluded to schools and hospital. Another 16% (16) indicated that there was no parking pressure. A review of the comments received, indicate that many residents believe a high level of businesses and industries in the area and their workers and those using Harlesden station to travel to work are parking in the uncontrolled roads in the Estate. This seems to be the largest contributor in the parking pressure in the area.

Residents were also asked if a CPZ were to be introduced, what would be the most suitable hours of control. The majority of responses 41% (46), supported short controls (e.g. 9am - 10am & 3pm – 4pm) ahead of day controls 36% (22) and day & evening controls 18% (11). The remaining 5% stated no preference.

Consideration of Results

The consultation results do not show any overall majority in favour of any of the given control time options. The East Acton Ward Members support
the implementation of CPZ in Wesley Estate with short control hours. Following consideration of the consultation results, the Council’s Policy Guidance, Ward Members’ views, views of residents and having regard to the Council’s duty under section 122 of the Road Traffic Regulation Act 1984 (as summarised in paragraph 5.1 below). it is recommended that following short controls be applied to this new CPZ:

Monday – Friday 10am to 11am and 3pm to 4pm.

2.13 As to marking the outside of their driveways, the majority of the residents 77% favoured white lines, whereas 23% wanted single yellow lines. Thus, it is recommended that the Cabinet accepts parking bay marking in front of all driveways in Wesley Estate area and a white bar marking just outside the dropped kerb.

Gypsy Corner CPZ: Park Royal Road Extension

2.14 This is a Ward Forum Funded scheme requested by East Acton Councillors.

2.15 The properties: 332-400 Western Avenue are not in the CPZ, hence the residents are not allowed to buy parking permits to park in the Gypsy Corner CPZ-CC. Their only option, even for a short while, after dropping children at schools or returning from doctors, etc. is to drive to the back of their properties, after travelling along the busy one-way system. Finding a safe gap to drive in and out in the stream of one-way traffic flow is a daunting manoeuvre for any experienced driver, let alone the elderly, the not-so-well and mothers with children in their cars, etc. Hence, residents from these properties have requested that they are allowed to buy permits to be able to park for some time within the CPZ area when they need to do so.

2.16 At present, these residents cannot park anywhere in the CPZ between 10am-11am and 3pm-4pm Monday.-Friday, but can do so outside these CPZ control hours.

2.17 It has been observed that during both controlled and uncontrolled hours a large number of spaces remain empty on both sides of Park Royal Road, on the cemetery side, in particular.

2.18 The view of officers is that the impact of allowing the above residents to buy parking permits enabling them to park in the CPZ is that there could be a slight increase in demand for parking spaces anywhere within it. It was suggested in the consultation document that to cater for this additional demand, the CPZ on Park Royal Road could be extended up to the railway bridge and create about 8 additional parking spaces.

2.19 It is also proposed to make the new and 10 existing spaces on the cemetery side dual use bays operating from 9am to 5pm Mondays to Fridays. Here residents displaying their permits would be allowed to park
without additional charge and non-permit holders would able to park by paying using the telephone payment system (£2.00 plus a 20p service charge) for the whole day or part thereof.

2.20 Public consultation was undertaken on the above proposals in September-October 2014. The consultation was arranged to include all the properties on the northern side of Western Avenue. Some of these properties back on to Park Royal Road and are already in Gypsy Corner CPZ. A plan of the consultation areas may be viewed in Appendix 3.

2.21 A total of 104 consultation documents were sent to residents in properties in Western Avenue, both in the controlled and uncontrolled areas. However, only 13 responses were received. This equates to a response rate of 12.5%.

2.22 Residents were asked whether they would like controlled parking zone to be extended to include the uncontrolled section of Park Royal Road up to the railway bridge as in Appendix 3.

2.23 69% (9) of respondents were in favour of the extension, compared to 31% (4) against.

2.24 Consideration of Results

2.25 The response rate is rather poor. Nevertheless, the support in favour of the proposals is high.

2.26 The Council’s CPZ Policy guidance for new CPZs advises that a CPZ proposal should not generally proceed in cases where response rate is less than 10% and is silent as to whether it should proceed where the response rate is less than 20%. In this case the response rate is 12.5%, but the support for the proposal is substantially high (69%).

2.27 This proposed minor variation to the Gypsy Corner CPZ (for 8 new) and 10 existing parking spaces all being dual use bays would allow the 68 or so households of 332-400 Western Avenue to buy parking permits. The results have been discussed with Ward Councillors. They are supportive of implementing the proposals. They feel the poor response rate is because a substantial number of the properties are occupied by temporary residents.

2.28 Thus having regard to the Council’s duty under section 122 of the Road Traffic Regulation Act 1984 (as summarised in paragraph 5.1 below), consultation results, Ward Members’ support and in consideration of the proposals’ contribution to road safety for those Western Avenue residents and their visitors who are currently not allowed to buy a permit, officers consider that the proposals merit recommendation for Cabinet approval for implementation.
2.29 In February 2013, Cabinet approved the review and the related public consultations of the Valetta Road CPZ as part of the borough’s CPZ Programme for 2013-2014 as one of the reserve schemes.

2.30 The review of this CPZ was triggered to address the concerns of residents, as revealed from Members’ and residents’ representations that the operational times (both days & times) of this CPZ are too restrictive and need to be reduced.

2.31 Public consultation was undertaken during the summer of 2014. Residents were given the opportunity to comment on the existing operational conditions of the zone and to ask for any changes or improvements. The results of this consultation are summarised below. For further information, please refer to Appendix 4

2.32 A total of 955 consultation documents were sent to residents and 209 responses were received back. This equates to a response rate of 22%. These responses exclude the representations from London Borough of Hammersmith & Fulham’s (LBHF) officers, residents and the Askew Ward Councillors (sent a petition with 64 signatories) whose CPZs abut in the south and east of Valetta Road CPZ.

2.33 Residents were asked whether they would like the CPZ to be retained or removed. The results of the consultation show the majority of respondents want the CPZ to be retained, 79% (165), compared to 21% (44) who would prefer the zone to be removed.

2.34 Currently, the zone operates from Monday to Sunday. Residents were asked whether they considered these days suitable. 35% (73) of the respondents are happy with existing operational days whilst, 65% (136) prefer these days to be changed. Of the 65% who consider that the current operational days (Mon–Sun) are unsuitable, 91% want the operational days to be Monday–Friday. 9% want the operational days to be Monday–Saturday.

2.35 The consultation results clearly support a change to the days of parking control. The results meet the Council’s adopted CPZ Policy guidance (albeit, for implementing new CPZs) of (a) response rate being 20% or over and (b) 60% or more of the respondents support for a change. The ward councillors (East Acton & Southfield) accept the change in the days of control as revealed by the consultation results. Based on these and having regard to the Council duties under section 122 of the Road Traffic Regulation Act 1984, it is recommended that the operational days should be changed to Monday–Friday.

2.36 Currently, the CPZ operates from 9am – 9pm. Residents were asked whether they felt the existing hours were suitable. 37% (77) of the
respondents believe the existing hours are appropriate; whereas, 63% (132) do not. In other words, 63% of the respondents are not happy with the existing hours of control.

2.37 Of the 63%, 18% favour day and evening control (9:00am to 7:00pm), 30% favour a day control (9am-5pm) and 15% favoured shorter hours of control (10:00am – 11:00am and 3:00pm – 4:00pm). The consultation results show that there is no overall majority in favour of any of the control time options. Nevertheless, it is evident that 63% of respondents prefer a reduction in operational hours.

2.38 The CPZ Policy guidance offers flexibility in that it does not advise any specific criteria for review results.

2.39 The control time options:

2.39.1 Existing hours (9am-9pm): 37% of the respondents are in favour, 63% are not. As mentioned earlier, this review was caused by the over restrictive impact of the existing parking controls. This was evident from residents’ complaints, Members’ correspondence, etc. Keeping the existing hours of control will continue to inconvenience the residents and displace parking to neighbouring areas: to Ealing’s CPZs: K, KK & T1 and LBHF’s CPZs: I & V.

2.39.2 Shorter Hours Control (10-11am and 3-4pm) are supported by 15% of the respondents. Such short controls in this area only, whilst CPZs in the north, south, east and west having longer hours of control, will only attract many more cars to CPZ-X as free parking, outside the control hours. Thus, these two options are not recommended.

2.39.3 Day & Evening Control (9am to 7pm) are supported by 18% of the respondents. Such hours of control provide residents additional protection and further assurance of parking being available upon their return home from work. This also allows visitors to come to this area unlike the current control hours. The Ealing CPZs (KK & T1) on the north of The Vale (Uxbridge Road) operate from 9am to 7pm.

2.39.4 Day Control (9am to 5pm) are supported by 30% of the respondents. Such hours of control will make CPZ-X incompatible with the neighbouring Ealing CPZs across The Vale (Uxbridge Road) where Day & Evening controls apply. This could attract among others, drivers from across The Vale including visitors to the Bromyard Leisure Centre to park here and also from the uncontrolled Cowley and Swainson Roads.

2.39.5 Consideration of Results

2.39.6 Ward Members (East Acton & Southfield) differ in their recommendations as to the times of control. Three of Members support the control times to be 9am-7pm, whereas, two Members support existing control times 9am-9pm.
2.39.7 The neighbouring London Borough of Hammersmith and Fulham’s two CPZs on the east and south of Valetta Road CPZ operate from 9am-5pm. LBHF Members, officers and residents request that CPZ-X operating times should be the same times as their CPZs across the borough boundary. We do not recommend this because it would attract parking displacement (as detailed in paragraph 2.40.4 above).

2.39.8 Having regard to the consultation results in the context of the overall response rate, Ward Members’ feedback, the Council’s Policy guidance, neighbouring borough’s comments and the legal duties referred to in paragraph 5.1 below, it is recommended that the existing operating times are reduced by two hours: instead of 9am-9pm, these be 9am-7pm.

2.39.9 LBHF is concerned about the parking stress created by displacement parking by vehicles from our CPZ-X after their CPZs’ control hours are over (Mon-Fri: 9am-5pm). Our recommendation removes 2 days of control every week and 2 hours every week day. This will substantially reduce the control hours (40.5%) that are currently claimed to contribute to displacement parking from Valetta Road CPZ on to the neighbouring CPZs.

3. Key Implications
None

4. Financial

Financial impact on the budget

4.1 The approved capital budget contains £265k in 2014/15 for the implementation of CPZ schemes. The estimated cost of implementing the Wesley Estate CPZ is £25k. The changes to the Valetta Road scheme will cost £12k with a further cost of £10k for the implementation of the Park Royal Road Extension.

4.2 The recommendations of this report will cost £47k to implement. The full cost of these works can be managed within the existing CPZ capital budget of £265k.

4.3 CPZ schemes are cost neutral with the permit income generated by the scheme funding the administration and enforcement cost.

5. Legal

5.1 The Council has powers to implement Controlled Parking Zones (CPZs) pursuant to Sections 45 or 9 of the Road Traffic Regulation Act 1984. In
exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the "expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.

5.2 The relevant procedures are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The decision on whether to finally introduce controlled parking zones or extensions to them will be taken following a full local public statutory consultation (including advertising the proposed Order in the local press and (in the case of an Order made under section 6) the London Gazette); and consideration of any comments received as a result of the consultation and advertisement).

6. **Value for Money**

The implementation of schemes are supervised by the Council's (now in-house) engineers and carried out by its term contractors, who have won a contract on the basis of competitive tendering process that represents a good value for money.

7. **Sustainability Impact Appraisal**

The introduction of the Wesley Estate controlled zone should ease pressure on parking in the area allowing residents more freedom of movement by removing all day parking by workers in businesses in the vicinity

8. **Risk Management**

Any objection received at the statutory stage that cannot be satisfactorily addressed or resolved could delay the implementation of the schemes. The consultations carried out so far reduce the risk that this will occur.

9. **Community Safety**

CPZs are intended to assist in improving the safety of all types of road-user by reducing the potential for accidents due to street layout.

10. **Links to the 6 Priorities for the Borough**

- **Making Ealing Safer**

CPZ schemes resolve issues caused by vehicles restricting sight lines at junctions and also improve road safety particularly for pedestrians and cyclist in the area. The proposals contained in the report will enhance the lives of residents, reduce congestion and improve safety of all roads in the areas.
• Making Ealing Cleaner
CPZ schemes formalise parking and make it easier for access especially for refuge vehicles.

11. Equalities, Human Rights and Community Cohesion

An Equality Impact Assessment has been undertaken. Having regard to the equality duty the recommendations are not considered to be of any particular relevance to protected groups because CPZ proposals do not generally target specific categories of protected groups.

12. Staffing/Workforce and Accommodation implications:

None.

13. Property and Assets

None.

14. Any other implications:

None

15. Consultation

The views received from the consultations for these controlled zone schemes are summarised in section 2 of this report

The consultation methodology used for controlled zone consultations is by sending each resident in the proposed controlled zone area a document setting out the proposal with a response form and reply envelope. The consultation is also placed on the Council website and respondents invited to submit their responses electronically. An exhibition was held for new zones like Wesley estate during the consultation period where residents could see plans and ask questions about the proposals.

16. Timetable for Implementation

16.1 If the Cabinet approves the recommendations of this report, the implementation of the approved schemes may be completed by:

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<th>Item</th>
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<td>Approval</td>
<td>March, 2015</td>
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<tr>
<td>Detailed design commencement</td>
<td>March-April, 2015</td>
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<tr>
<td>Works commencement on site</td>
<td>May, 2015</td>
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<td>Works completion</td>
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17. **Appendices**

Appendix - 1: Wesley Estate CPZ – Consultation Areas  
Appendix - 2: Wesley Estate CPZ – Consultation Results  
Appendix - 3: Park ROYAL Road Extension - Consultation Areas  
Appendix – 4: Valetta road CPZ review – Consultation Results

18. **Background Information**

- Cabinet Report of March 2014 - Controlled Parking Zone Programme 2014/15

**Consultation**

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<tr>
<td>Jackie Adams</td>
<td>Head of Legal (Property &amp; Regulatory), Legal &amp; Democratic Services</td>
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<td>Jonathan Scholtz</td>
<td>Finance, Environment &amp; Customer Services</td>
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<tr>
<td>Barry Francis</td>
<td>Assistant Director, Parking Services</td>
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**Report History**

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**Report no.:**

Report author and contact for queries: 

Tony Singh, Section Manager, Scheme Design & Implementation, Highways  
[singhto@ealing.gov.uk](mailto:singhto@ealing.gov.uk)  
020-8825-8894
Wesley Estate Proposed CPZ Consultation

Consultation Results

No. of consultation docs. distributed: 268
No. of responses received: 79
Rate of response achieved: 29.5%

Support CPZ: 61%  Do not support CPZ: 39%

Main Causes of Parking Pressure:

No parking pressure: 16%
Workers/Commuters: 75%
Shoppers: 1%
School/Hospital: 17%
Business & Industry: 45%

Operational times preferred:

Short controls: 41%
Day controls: 36%
Day & Evening controls: 18%

Driveway:

Yellow Lines: 23%  White Lines: 77%
APPENDIX 4

Results: Valetta Road CPZ-X Review 2014

Consultation details
Total no. of questionnaires distributed: 955
Total no. of replies received: 209
Percentage reply received: 22%

Want the CPZ to continue: 79%  Do not want CPZ to continue: 21%

Preferred days of control:
Existing (Mon-Sun): 35 %  No to Existing days: 65%

Mon-Sat: 9%

Mon-Fri: 91%

Preferred times of control:
   a) Existing hours: 9am-9pm: 37%
   b) Day & Evening: 9am-7pm: 18%
   c) Day Control: 9am-5pm: 30%
   d) Shorter Hours: 10-11am and 3-4pm: 15%