Summary

This report seeks Committee's approval to proceed with a review of the Chiswick area Controlled Parking Zones.

1.0 RECOMMENDATION

1.1 That Members note the report and approve the schedule of reviews at paragraph 5.1.

1.2 That Members authorise Officers to proceed with the changes to the 'pay & display' parking bays off Chiswick High Road as detailed at paragraph 4.2.

1.2 That Members authorise Officers to consult on a pay & display scheme along Strand on the Green as detailed at paragraph 4.4.

2.0 BACKGROUND

2.1 At its meeting of 9 January 2007 the Executive considered a report entitled ‘Review of Controlled Parking Zones’. The report highlighted that whilst Hounslow’s CPZs have generally worked well, there was a need, and indeed an expectation amongst residents and businesses within CPZs, for a formal review whereby the ‘users’ were provided an opportunity to give their views on how effective the schemes were in their respective areas, and whether they sought any changes.

2.2 Members agreed to the following Officer recommendations:

• That a review of the Council's Controlled Parking Zones (CPZs) be approved.
• That funding of £85,000 from the Parking Reserve Account be approved.
• That the Chiswick area CPZs be reviewed first and that the Chiswick Area Committee (Planning) be asked to prioritise the review programme within their area.

3.0 REVIEW CONSIDERATIONS - GENERAL

3.1 The Executive agreed to the proposal that the reviews should incorporate a questionnaire to every household and business in every CPZ in the borough, seeking views on the issues listed below, which have been raised as common areas of concern amongst users of CPZs:

• CPZ operational times – e.g. requests for the extension of operational times to reflect increased demand due to a change in local retail/business activity, such as restaurants remaining open late.
• Size of Zone/Redeﬁne Zone Boundaries – residents cannot use their permits to park in nearby shopping areas and wish to see their CPZs incorporated within the shopping area ‘scheme’, or as part of another zone.
- Re-allocation of parking – e.g. requests from businesses for increase in parking provision for business permit holders.
- Signs and lines – complaints at excessive use of yellow lines, and requests for their reduction to increase parking capacity. Confusing/faded signs (and lines) – signs need to be easily understood, and fewer.
- Enforcement – there is an expectation that parking attendants should continuously patrol CPZs throughout their operational times.
- Whether the CPZ is still necessary or could be removed.

4.0 CHISWICK AREA ISSUES

4.1 The 7 am – 7 pm, Monday to Saturday operational time of the Chiswick Inner Core CPZ has been a particular area of concern for businesses in Chiswick High Road. The Inner Core scheme is a ‘shopper only’ scheme, i.e. ‘pay & display’ parking with no provision for permit holders, and operates along the High Road between Chiswick Lane and Acton Lane, and taking in Heathfield Terrace. Local traders have suggested, that as the majority of local shops and businesses do not start operating until 9 am, that the pay & display charging should coincide with this time, and not 7 am as it is currently.

4.2 The operational times of the Inner Core scheme are intended to ease traffic flows in the High Road, particularly during peak hours and any reduction in the operational times will have a detrimental effect on traffic flows; hence, it is suggested that no changes are made to the High Road restrictions. However, the pay & display bays in the roads immediately adjoining Chiswick High Road, and introduced as part of the Inner Core scheme, do not need to operate from 7 am to 7 pm, Monday to Saturday. Officers therefore suggest that all pay & display bays located off the High Road that were introduced as part of the Inner Zone scheme, are incorporated into the respective CPZs abutting the Chiswick Inner Core CPZ and that this is done at the earliest opportunity.

4.3 Officers have received some complaints from residents fronting Chiswick High Road at parking difficulties since Linden Gardens was withdrawn from Zone CC (Central Chiswick) and incorporated in Zone MC (Mid Chiswick). This change was made in May 2006 following complaints received from residents of Linden Gardens at not being able to park in their street because it was reported that residents and businesses of the High Road were also parking in Linden Gardens. Residents of Linden Gardens opted for inclusion in Zone MC, however this meant that Chiswick High Road residents and businesses, who had Zone CC permits, were no longer able to park in Linden Gardens. It is suggested that these complaints are investigated further as part of the review.

4.4 The Stile Hall area CPZ (Zone SH) came into operation in October 2006. It is the shortest duration CPZ in the borough (10 am to 12 noon, Monday to Friday) and appears to have been successful in curtailing commuter parking. Some complaints have been received at ‘excessive’ use of ‘yellow lining’ and these will be investigated in the review. Complaints have also been received from traders in Stand on the Green at parking displacement from the Stile Hall area, which they claim has had a detrimental impact on their businesses. There is indication that the traders would support a ‘pay & display’ scheme in the lay-by outside numbers 106-109 Strand on the Green to ensure a turnover of parking.
A similar scheme operates in Thornbury Road, with a charge of 10 pence for the first half hour, after which the standard charges of 60 pence per hour apply. This scheme appears to be working well and it is recommended therefore that Officers consult with traders in the vicinity of 106 – 109 Strand on the Green on this proposal, and to report the outcome to a future meeting of this Committee.

5.0 REVIEW SCHEDULE

5.1 As indicated at para 3.1 the review process will include a questionnaire to every household and business in the Chiswick area CPZs. Officers will draft a questionnaire incorporating the issues at paras. 3.1 and 4 for comment and approval by Members of this Committee prior to the wider public consultation. In view of the resource requirements to undertake the reviews, Officers suggest that CPZs are reviewed separately and Members are requested to approve the following schedule:

1. Chiswick Inner Core and consultation on Strand on the Green (para 4.4)
2. Central Chiswick
3. Chiswick Mall
4. West Chiswick
5. Mid Chiswick
6. East Chiswick (including EC/1)
7. Bedford Park
8. Gunnersbury Estate
9. Stile Hall

5.2 It is proposed to undertake the consultations in the above areas between May and July 2007. Ward Councillors will be informed of dates as the consultation documents are developed for their respective wards. The results of the review consultations will be reported back to this Committee with recommendations as appropriate.

6.0 FINANCIAL IMPLICATIONS

6.1 The Head of Finance comments that the 9 January 2007 Executive approved an allocation of £85,000 from the Parking Reserve Account to undertake the boroughwide CPZ review programme. This includes an allocation of £30,000 for the Chiswick area CPZs, although Members are requested to note that this funding is for consultations and investigation only. If the reviews result in support for measures that will require changes to signage, as may be required for example if there is support for a change in the operational times of a CPZ, additional funding will need to be identified. Officers will report back to this Committee with the findings of the reviews and this will include cost estimates for any changes to the CPZs.

6.2 There is a small underspend from the allocation for the Stile Hall area CPZ, which can be used to fund a pay & display scheme along Strand on the Green as detailed at para. 4.4.

7.0 LEGAL IMPLICATIONS

7.1 The Council has the power to implement and extend CPZs under the Road Traffic Regulation Act 1984. The relevant procedures are set out in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI1996/2489)

7.2 The Director of Legal services has been consulted and his comments are incorporated in the report.
8.0 EQUALITIES / DIVERSITIES IMPLICATIONS

8.1 On street parking control measures, such as CPZs, allow improved access at crossing points and road junctions by preventing obstructive parking at these locations which assists pedestrians, particularly the blind, visually impaired or those with restricted mobility.

8.2 A relevance test has been carried out and it is considered that none of the Council’s equalities groups would be adversely affected by the proposals and therefore an Equalities Impact Assessment is not required.

9.0 NETWORK MANAGEMENT IMPLICATIONS

9.1 The Traffic Manager comments that the reviews and any extensions of the Controlled Parking Zones would have no adverse affect on traffic flows or congestion on the borough’s, TfL’s or adjacent boroughs’ road networks. Officers should ensure that appropriate measures are undertaken to minimize disruption to traffic flows during any implementation phase.

10 ENVIRONMENTAL IMPLICATIONS

10.1 CPZs help to enhance the local environment by discouraging certain car journeys, reducing the level of obstructive parking, improving sight-lines for drivers and generally improving the street environment.

Background Papers:
Report to the Executive, 9 January 2007

This report has been or is due to be considered by:
Assistant Director - Street Management
Signed: Fred Robinson Date:23 March 2007

Chiswick Area Planning Committee

This report is relevant to the following wards/areas:
Turnham Green, Chiswick Riverside, Chiswick Homefields