1. Details of Recommendations

1.1 That Members consider the objections and agree that:
   (a) Notwithstanding the objections, Officers progress the CPZ to implementation stage with the operational times of Monday-Friday 10-11am and 7-8pm and Saturdays (match days only) from 2.30-3.30pm as agreed at the 3 July 2014 meeting of this Area Forum;
   (b) Both sides of Ealing Road be included in the CPZ;
   (c) Residents of Tunstall Walk be eligible for permits for the CPZ;
   (d) Officers undertake a review of the CPZ six months after the scheme coming into operation;
   (e) Officers notify residents and businesses in the consultation area of the outcome of the consultation and of the Area Forum’s decision.

2. Report Summary

1. This report deals with the objections received to the formal (statutory) consultation for the proposed controlled parking zone (CPZ) in the Brook Road South ‘area’, Brentford;
2. It recommends that Members consider the objections and instruct officers to proceed with implementation of the CPZ in accordance with this Forum’s decision at its 3rd July 2014 meeting;
3. It also recommends that residents of Tunstall Walk be eligible for permits;
4. These recommendations are being made based on the outcome of the controlled parking zone (CPZ) consultation in which the majority of respondents supported the introduction of a CPZ, and the decisions taken at the 3rd July 2014 Isleworth and Brentford Area Forum;
5. If adopted, the key financial implications for the Council relate to the cost of signage, road markings and pay & display machines, which will be in the region of £40,000.
3. **Reason for Decision and Options Considered**

3.1 At the 3rd July 2014 meeting of this Area Forum, Members considered a briefing note regarding concerns raised by some residents about the previously agreed operational hours of 9.30am-5.30pm, Monday to Saturday. Residents proposed alternative operational times of 10-11am and 7-8pm, Monday to Friday, and 2.30-3.30 pm Saturday (match days only at Brentford Football Club). These times were also supported in a petition bearing in excess of 100 signatures. Members accepted the revised times’ suggestion and authorised officers to proceed with the formal (statutory) consultation.

3.2 Members also noted that only the west side of Ealing Road had previously been included in the proposed CPZ, and noting the risk of parking displacement to the east side when the CPZ came into operation, instructed officers to include both sides for the purpose of the formal consultation.

3.3 The formal consultation was carried out between 19 September 2014 and 10 October 2014. Statutory Notices were placed in the local press and the London Gazette, as well as in the roads affected by the proposals. A total of 18 objections were received to the proposals, along with a petition of objections, bearing 46 signatures.

3.4 The objections are summarised below along with officers’ responses.

**Objections**

- **Objection**
  If the CPZ is introduced, where will Tunstall Walk residents park? CPZ proposals should be withdrawn.

  **Officer Response**
  It was noted that residents of Tunstall Walk do not have any parking provisions directly outside their properties and, therefore, they have no option but to park in alternative roads. Ealing Road is likely to be the most convenient road due its close proximity and ease of access. As a result, officers recommend that residents of Tunstall Walk be made eligible to purchase permits for the CPZ. This would then ensure those residents would have the option of continuing to park on Ealing Road during the CPZ operational times or use the surrounding roads that remain unrestricted.

- **Objection**
  Why were the roads on the ‘Haverfield Estate’ not consulted? These roads will be affected by the proposed CPZ.

  **Officer Response**
  The original consultation area boundary included roads from where complaints/cpz requests had been received. Officers were not aware of similar issues in the Estate; hence, it’s exclusion. Officers will monitor parking on the periphery of the proposed CPZ, including the Haverfield Estate, and will report back to this Forum if there are demands for the extension of parking controls.

- **Objection**
  No CPZ for the area.
Officer Response
As briefly mentioned above, the original CPZ proposal was in response to residents request for parking controls in the area. The consultation that followed gave a clear indication that the majority of respondents were supportive of the proposed scheme and officers therefore consider the proposed CPZ appropriate for the area.

- **Objection**
  Ealing Road should be excluded from the CPZ

  **Officer Response**
  Excluding Ealing Road will almost certainly result in parking displacement. The preliminary consultation showed support from the west side of Ealing Road, so officer recommendation is that Ealing Road be included. There will be an option for residents to request withdrawal from the scheme when it is reviewed after six months of operation.

- **Objection**
  The proposed evening hour (7-8pm) is not required; an afternoon hour, as in Hamilton Road and Westbury Place, would be more beneficial to residents.

  **Petition with 46 signatures also supporting the above suggestion**

  **Officer response**
  The proposed times are as agreed by this Forum and supported by a 100 plus petition. Removal of the evening operational is likely to attract objections from proponents of these times. The evening operation will also help to deter non-resident parking during evening events at Brentford Football Club.

- **Objection**
  The introduction of a CPZ will impose restrictions on staff and professional visitors to the school. There is a lack of parking provisions within the school site and therefore parking provisions are needed in the surrounding roads. A restriction on parking will also affect the quality of staff the school can attract.

  **Officer Response**
  The Council’s current parking policy does not make provision for teacher parking where schools are within CPZs. There are several examples of these in the borough and where schools/teachers have made alternative arrangements.

- **Objection**
  Current parking difficulties have been caused by the introduction of a CPZ in The Butts, over-enthusiasm with yellow lines and a failure to insist on sufficient parking provision for new buildings

  **Officer Response**
  The Butts CPZ was introduced in response to residents’ complaints of all-day non-residential parking from those using Brentford Mainline Train Station. Since its introduction, there have been limited requests from residents for the removal of the scheme. The CPZ is programmed for review in 2015 and, due to its close proximity to Brentford Station, it is unlikely that residents would support its permanent removal.
Waiting restrictions (yellow lines) are introduced on safety grounds with the intention of removing indiscriminate parking and improving safety for all road users. Where possible, every effort is made to accommodate the parking needs of local residents, however, it is inevitable that parking ‘spaces’ are reduced with the introduction of these types of restrictions although parking in these ‘spaces’ are generally considered to be dangerous and/or obstructive.

The level of parking spaces provided in new developments is in accordance with the Council’s ‘maximum standards’ as defined in the UDP (Unitary Development Plan) and in accordance with the London Plan. Provided developers demonstrate that the standards have been met, applications cannot be refused on parking grounds.

3.5 Notwithstanding the objections, officers recognise there to be majority support for a CPZ in the area and therefore recommend the CPZ is progressed to implementation stage. There are concerns amongst some residents about the proposed operational times, however, it is rare to agree times that are to the approval of all residents in an area, particularly at the starting point of the CPZ. It is therefore recommended that the CPZ be progressed with the operational times agreed at the 3rd July 2014 Forum, Monday-Friday, 10-11am & 7-8pm and Saturdays (match days) 2.30-3.30pm, and that a six month review of the CPZ be undertaken to ascertain residents views on the impact of the CPZ and to assess if alterations are required.

4. Financial Details
a) Financial Impact On The Budget (Mandatory)
The cost of implementing the CPZ will be in the region of £40,000. This can be met from the TfL allocation of £110,000 for 2014/2015 for the development of CPZs in the borough.

b) Comments of the Assistant Director Strategic Finance
The approved capital programme already includes the TfL allocation as detailed above.

5. Legal (to be completed in conjunction with the Legal Department)
(a) Legal Details
Under section 122 of the Road Traffic Regulation Act 1984, when exercising functions under the Act (such as the making of Traffic Management Orders), it is the duty of the authority 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. So far as practicable, the authority shall have regard to –

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- the national air quality strategy;
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
When making a Traffic Management Orders, it should be noted that such orders may be made for purposes specified in the Road Traffic Regulation Act 1984 section 1(1)(a) to (g) and Schedule 1. In this case, it is considered that the current proposals come within the statutory criteria.

b) **Comments of the Assistant Director Corporate Governance**

The Assistant Director Corporate Governance Supports the recommendations in the report.

6. **Value for Money**

6.1 n/a

7. **Sustainability Impact Appraisal**

7.1 Managing parking to meet the requirements of local residents and businesses can offer benefits to the environment and help improve the performance of the boroughs road network

8. **Risk Management**

8.1 n/a

9. **Links to Council Priorities**

9.1 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 visually impaired or those with restricted mobility

10. **Equalities, Human Rights and Community Cohesion**

10.1 The council has to give due regard to its equalities duties and in particular with respect to the public sector equality duty as provided in the Equality Act 2010, section 149.

An assessment for relevance has been undertaken to determine whether the public sector equality duty is engaged by this proposal. The relevance assessment gave due regard to the following equalities protected characteristics age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

There is no evidence to indicate that the equality duties have been engaged by this proposal. The assessment concluded that none of the equalities protected characteristics are affected by this proposal because the proposal is remote or peripheral to the substance of the equality duty. Therefore, it is considered that there is no need for an Equalities Impact Assessment to be carried out and that in approving this proposal the Council will be acting in compliance with its duties under the Equality Act 2010.
11. Staffing/Workforce and Accommodation Implications:

11.1 n/a

12. Property and Assets

12.1 n/a

13. Any Other Implications

13.1 n/a

14. Consultation

14.1 If approved, it is anticipated that the CPZ could be implemented during January / February 2015.

15. Timetable for Implementation

14.1 n/a

16. Appendices

16.1 n/a

17. Background Information

17.1 21st Nov 2013 Isleworth & Brentford Area Forum – Report titled ‘Brook Road South Area, Brentford – Results of CPZ Preliminary Consultation’

20th March 2014 Isleworth & Brentford Area Forum Report titled ‘Brook Road South Area, Brentford – Results of Controlled Parking Zone (CPZ) Detailed Design Consultation’

3rd July 2014 Isleworth and Brentford Area Forum - Briefing Note titled ‘Brook Road South Area Proposed Controlled Parking Zone – Consultation Results’

REPORT ENDS