1. Details of Recommendations

1.1 That Members consider the results of the design consultation undertaken and agree that:

(a) All roads consulted in the expansion area to be included in the Brentford North (BN) Controlled Parking Zone (CPZ), namely Challis Road, Clayton Crescent, Clements Place, Ealing Road, Junction Road, South Ealing Road, Whitestile Road, Windmill Road and residents of York Parade

(b) The operational times of the zone be the same as the existing BN CPZ, Mon – Fri, 10-11am and 3-4pm;

(c) Officers proceed with the formal (statutory) consultation to amend the existing BN CPZ Traffic Management order (TMO) to include the roads and residents listed in (a) with the operational times listed in (b);

(d) Officers, where possible, resolve any objections received to the formal (statutory) consultation and implement the scheme. In the event of any objections remaining unresolved, agree that the Chair of the Forum be given delegated authority to consider these objections in consultation with the Ward Councillors and then consider whether or not to confirm the TMO;

(e) The costs associated with the recommendations of this report detailed at paragraph 3.7 be funded from the Section 106 agreement (Scheme 352) formally known as the Wallis House Development;

(f) Residents and businesses of the consultation area be informed of the Forum’s decision.
2. Report Summary

1. This report presents the results of the recently conducted design consultation carried out with residents of the Brentford North (BN) Expansion Area on the inclusion of their road into the existing BN Controlled Parking Zone (CPZ).

2. It recommends that the operational times introduced match the existing Brentford North CPZ.

3. These recommendations are being made in response to the results of the consultation which shows majority support for an expansion of the existing BN CPZ.

4. If adopted, the key financial implications for the Council are the cost of the formal consultation which will be in the region of £1600. Implementation costs are estimated at £57,000, these costs can be met from S106 funding for Scheme 352, formally known as the Wallis House Development.

3. Reason for Decision and Options Considered

3.1 At the 31\textsuperscript{st} January 2013 meeting of the Isleworth & Brentford Area Forum approval was given to introduce a Controlled Parking Zone (CPZ) in Avenue Road, Eastbourne Road, Enfield Road and Grove Road. The CPZ is now referred to as the ‘Brentford North CPZ’. The consultation area also included Windmill Road and Whitestile Road although, due to a lack of support from residents, the CPZ was not extended to these roads. The CPZ became operational in July 2013 with operational times of Mon – Fri, 10-11am and 3-4pm.

3.2 At the aforementioned Forum, Members also agreed that a 6 month review of the CPZ should be undertaken to assess its impact and whether the parking situation had improved for residents within the zone. It was also agreed that a further consultation with the residents of Windmill Road and Whitestile Road be undertaken to ascertain whether there was a demand for the CPZ to be expanded to include their roads.

3.3 Following the implementation of the CPZ, a petition was received from residents of Challis Road and Clayton Crescent requesting inclusion in any future CPZ consultation. This was discussed with the (then) ward Members who agreed that any further consultation should include these roads, as well as Clements Place, York Parade, Junction Road and Ealing Road, between the A4 and the borough boundary with Ealing.

3.4 The preliminary consultation was carried out in February/March 2014. The results of this consultation were presented at the Area Forum meeting on 3\textsuperscript{rd} July 2014. As the majority of respondents were in favour, members approved officer’s recommendation that all roads listed at paragraph 3.3 be progressed to the detailed design consultation stage.

3.5 The detailed design consultation was carried out from 13\textsuperscript{th} October to 10\textsuperscript{th} November 2014. A copy of the consultation document is attached at Appendix A. It included a questionnaire as well as an overall draft scheme design showing the location of parking bays and ‘yellow line’ restrictions. A more
detailed plan was also attached for each road with the intention on providing absolute clarity on the proposed design. Approximately 484 consultation documents were hand delivered to the households and businesses in the consultation area including residents in South Ealing Road, Ealing. A total of 158 responses were received, which represent a response rate of 32%. A full results table is appended to this report.

3.6 The table below shows the summary of the responses to the question “Having seen the design for the area, are you in favour of your road being included in a CPZ?”. As will be noted the overall response is in favour with the exception of Junction Road, where no responses were received.

<table>
<thead>
<tr>
<th>Road</th>
<th>No. of properties</th>
<th>No. of responses</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Challis Road</td>
<td>39</td>
<td>11 (28.2%)</td>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>Clayton Crescent</td>
<td>55</td>
<td>16 (29.1%)</td>
<td>13</td>
<td>3</td>
</tr>
<tr>
<td>Clements Place</td>
<td>10</td>
<td>3 (30%)</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Ealing Road</td>
<td>51</td>
<td>13 (25.5%)</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Junction Road</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>South Ealing Road</td>
<td>31</td>
<td>1 (3.2%)</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Whitestile Road</td>
<td>179</td>
<td>92 (51.4%)</td>
<td>78</td>
<td>14</td>
</tr>
<tr>
<td>Windmill Road</td>
<td>83</td>
<td>16 (19.3%)</td>
<td>9</td>
<td>7</td>
</tr>
<tr>
<td>York Parade</td>
<td>32</td>
<td>1 (3.1%)</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>5</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>484</strong></td>
<td><strong>158 (32.6%)</strong></td>
<td><strong>126</strong></td>
<td><strong>32</strong></td>
</tr>
</tbody>
</table>

3.7 Question 2 and Question 3 asked “If you are in favour of your road becoming a CPZ what hours would you like? and “If you are in favour of your road becoming a CPZ, what days would you like?”. The majority of respondents have responded in support of the existing BN CPZ times of 10-11am and 3-4pm. The responses to question 3 indicate marginal support for a weekday scheme with the exclusion of any weekend controls. Officers would recommend that the existing BN operational times be extended into the expansion zone, thus creating one ‘zone’ and eliminating the potential for confusion amongst residents and their visitors. Officers would also recommend that a review of the expansion area be carried out 6 months after implementation to gauge residents feelings on the schemes effectiveness, or otherwise, and to determine if any changes are required.
3.8 Question 5 and 6 relate to the inclusion of a Car Club bay. This would be a dedicated bay for a vehicle that can be hired and used for a period by members that have joined the scheme. Currently, Zipcar is the borough-wide car club operator, with the nearest bays located in Glenhurst Road, south of the A4, Boston Manor Road to the West, and Temple Road in Ealing. This location would sit centrally between the existing locations, and serve a very densely populated residential area. The majority of responses support the idea of having a Car Club bay in the area and respondents are also happy with the proposed location in Junction Road.
3.9 In light of the consultation responses, officers recommend that all those roads consulted be progressed to the formal (statutory) consultation stage, with the operational times of Monday-Friday, 10-11am & 3-4pm. If approved, Traffic Management Orders (TMOs) will have to be prepared to enable the enforcement of CPZ restrictions. The process associated with this will include a 21-day formal (statutory) consultation period during which objections or representations can be made to the proposals.

3.10 If Members’ approve the recommendation at paragraph 3.9 and objections are received during the formal (statutory) consultation stage, it is recommended that delegated authority be given to local Ward Councillors in consultation with the Chair of this Forum to consider and resolve any objections and further consider whether to confirm the order.

3.11 It is estimated that the cost of extending the CPZ to cover the entire expansion zone would be in the region of £58,600.

3.12 In the event that the expansion area be included into the existing BN CPZ officers will undertake a review of the scheme with those roads 6 months after becoming operational and report their findings to a future meeting of this Forum.

4. Financial Details

a) **Financial Impact On The Budget (Mandatory)**

The cost of the formal consultation will be in the region of £1600. Implementation costs are estimated at £57,000. This can be funded from Planning S106 allocation received from the former Wallis House Development (Scheme 352) for which there is currently £92,000 available and there is currently no other committed or planned Council funded scheme to which this S106 receipt may be applied.

b) **Comments of the Assistant Director Strategic Finance**

Section 106 funding of £58.6k from agreement 352 is available and can be used for the purpose stated in the recommendations of this report subject to the terms of the agreement being met.
5. **Legal (to be completed in conjunction with the Legal Department)**

a) **Legal Details**

The statutory consultation referred to at paragraph 3.9 will involve advertising public notices in the local press and the London Gazette of the Council’s intention to introduce the CPZ. The consultation will ‘run’ for 21 days during which objections or representations to the proposals can be made in writing. Any objections received, which cannot be resolved by Officers, will be reported to Ward Councilors and the Chair of the Forum to resolve and consider whether to confirm the order. If there are no objections, the TMO will be confirmed and the CPZ implemented.

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

any other matters appearing to the local authority to be relevant.

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.

When making decisions as to the expenditure of monies secured under s106 agreements, it is important to ensure that they are spent in accordance with the terms of the pertinent s106 agreement. To do otherwise could lead to the discharge or modification of the pertinent planning obligation and would put the Council at risk of having to repay the monies (and possibly interest as well as additional costs in the event of legal challenge) to the developer and / or land owner(s), which would hinder the Council’s ability to improve the environment, social well-being and local infrastructure.

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

The Assistant Director Corporate Governance comments are incorporated into the report.
6. Value for Money
n/a

7. Sustainability Impact Appraisal
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 Any objections received to the proposed statutory consultation will have to be resolved before implementation of parking controls can take place.

9. Links to Council Priorities
9.1 A Safer Borough: On-street parking control measures, including waiting restrictions, provide improved access at crossing points and road junctions by preventing obstructive parking at these locations and this assists pedestrians, particularly the blind, 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:
 n/a

12. Property and Assets
 n/a

13. Any Other Implications
 n/a
14. **Consultation**

14.1 Informal consultations have been undertaken with residents as detailed in the report. Formal consultation will follow, subject to the approval of the recommendations of this report.

15. **Timetable for Implementation**

15.1 If approved and no objections are received to the formal statutory consultation, the scheme could be implemented by March/April 2015.

16. **Appendices**

16.1 Appendix A – Consultation Documents
Appendix B – Proposed CPZ Design
Appendix C – Consultation Results

17. **Background Information**

17.1 Consultation responses.

REPORT ENDS