

Joint Revision of Draft Consultation Document issued 9.7.18

revised 30.7.18

Insertions marked in bold, deletions highlighted in yellow.

Controlled Parking Zone J and JJ consultation – xxx 2018

Introduction

Following the outcome of a judicial review earlier this year, it was agreed that the Council would undertake a new parking consultation for Controlled Parking Zones J and JJ.

At the end of 2017 the Council formed a parking advisory group comprising representatives for local residents' associations, businesses, faith groups, local key stakeholders and ward councillors, from both the J and JJ areas. The advisory group proved extremely helpful in preparing options to improve parking in this area. The group met on four separate occasions and the agreed options are now presented to wider community in this consultation.

Whilst taking into consideration the diverse and complex mix of parking demands in the area, we developed two options for consultation that we hope will address the balance of parking demand across both the J and JJ areas. The options are presented below for your consideration.

The consultation will run for a period of for 4 weeks between **xx and xxx 2018**, and will also available online here: www.lbhf.gov.uk/JandJJconsultation

If you require further clarification on the options we are providing please contact the parking policy team by email zoneJandJJconsultation@lbhf.gov.uk

Analysis of Options

The proposed options are intended for the entire area that includes all streets within the current zones J and JJ. Please refer to the enclosed plan for details.

We will analyse feedback from this consultation on a street-by-street basis that will take into consideration all feedback we receive. **Given that splitting Zone J is likely to continue the damaging displacement of parking that has occurred under the present scheme, this will only be proposed in extreme circumstances and would have to be sympathetic to natural boundaries, such as north and south of Thornfield Road.**

LOSING: It may be appropriate to split the area according to responses received, but this will only be proposed in certain circumstances and sympathetic to the areas natural boundaries such as north and south of Thornfield Road.

We are also asking consultees for first and - **where they have one** - second choices to assist in developing suitable parking controls for the area that will be decided by the majority of respondents.

Your first choice will be the primary response we consider when analysing feedback. We will only consider your secondary choice if the consensus from the streets around you are different from your primary choice, and we will not act on your second choice without further consultation.

For example, the majority of responses received from roads south of Thornfield Road might vote for an option different to one or two roads in this area. Proceeding according to the primary responses alone would result in a worsening of parking pressures for the one or two roads that voted for a different option. In this example we would then consider the secondary choices and if appropriate, re-consult all residents in the area to establish whether they would wish to be included knowing the decision of surrounding streets.

Consultation Options

The two options we have developed with the parking advisory group both give priority to residents' parking, while making provision for the varying demands of business, leisure and visitor parking in the area.

LOSING: The two options we have developed with the parking advisory group are intended to improve parking in the area by balancing the varying demands of residential, business, leisure and visitor parking in the area.

It is recognised there is no single solution for the area and compromise is necessary in providing successful parking control measures. Both parking options provide advantages and disadvantages, and we have created these options with careful consideration of the implications for the local community setting out below what both options mean.

Please consider the two options detailed in this consultation and complete the questionnaire, returning in the pre-paid envelope provided.

Option 1 – Shared-use Parking with the present Zone JJ control hours of 9.0 am to 9.0 pm, seven days a week.

What is the shared-use parking option?

Under this option Zone J and Zone JJ would be reunited, with parking bays remaining as ‘Shared-use bays’, that is, shared by both permit holders (mostly residents) and visitors, although the latter would have to pay to park during control hours.

You would be able to choose both the control hours which would apply and the days on which they would apply.

However, in a continuing concession, whatever the hours chosen, residents’ visitors using the Resident Visitors Permit (RVP), would be allowed to park free after 5.0 pm on weekdays and at weekends. Residents would be allowed two Resident Visitors Permit per household.

The majority of Controlled Parking Zones across Hammersmith and Fulham have shared bays, albeit with much shorter control hours. It is Hammersmith and Fulham’s preferred form of provision.

LOSING: The majority of Controlled Parking Zones across Hammersmith and Fulham operate in this way which creates parking availability for all users such as resident permit holders, residents’ visitors using the residents’ visitor permit (RVP), business permit holders and general visitors.

MUST LOSE: This is an efficient use of road space as rather than creating individual parking bays reserved solely for different users such as ‘permit holders only’ or ‘pay and display only’, users can park across a wider area without being restricted or confined to particular areas.

Advantages and disadvantages of shared-use parking

Advantages

- it should ensure all residents can park reasonably close to their homes
- it could result in a marginal reduction in traffic and pollution
- it would keep Zone J in line with other Hammersmith and Fulham parking zones, which all have shared bays, albeit, mostly with much shorter control hours.

LOSING:

- ***Flexible efficient use of parking capacity for mixed demand***
- ***Greater parking capacity for local amenities where it’s needed***

- *Reduces congestion and pollution from circulating traffic*
- *Aligns with all other zones in H&F reducing confusion*
- *Fewer parking signs needed*

Disadvantages

- it does not protect residents from those attending QPR matches or visiting Westfield, for whom the shared bays could provide inexpensive and convenient parking
- it makes evening and weekend parking for residents' visitors more troublesome and would involve visitors registering their cars with Ringo.
- it makes life more difficult for vulnerable residents, both young and old, who depend upon family help
- it creates problems for local businesses whose customers would enjoy free evening and Sunday parking elsewhere in London
- it would create difficulties for places of worship and undermine the community work they do
- it would create major displacement of parking to adjacent parking zones

LOSING:

- *Match day and other commuters still park in shared parking*
- *Some areas experience higher visitor demand*
- *No dedicated permit only parking bays*

Option 2 – Permit holder only and Shared-use parking

What is the Permit-holder only and Shared-use parking option?

Zone J and Zone JJ would be re-unified but under this option, a varying number of the existing bays in each street would be replaced by ‘Permit-only bays’, controlled 24 hours a day, seven days a week. Only permit holders or those using Residents’ Visitor Permits’ could use them. All the remaining bays would stay ‘shared bays’, just as at present.

The number of ‘permit-only’ bays introduced in each street would reflect, but not equal, the number of those with parking permits in that street. This is because many residents will park in shared bays where these are closer to their homes and more convenient.

If accepted, the number of ‘permit-only’ bays in each street would be reviewed after one year to correct any under or over provision in the original design.

While ensuring all residents can park relatively easy, the object would be to maximise the number of shared bays available, thereby increasing the flexibility of parking provision in Zone J.

The substantial number of Shared-use bays that would remain would – at least initially- have the present Zone J control hours, that is, 9.0 am to 5.0 pm, five days a week.

The scheme will be reviewed after one year and any under or over provision of Permit-only bays corrected so that efficient use of the available road space is maximised.

LOSING:

A small number of designated permit holder only parking bays will be provided in each street for exclusive use by residents and their visitors (who use the residents’ visitor permit). These will e provided in addition to shared-use bays so there will be fewer shared-use parking bays in this option.

Permit holder only parking does not currently operate anywhere else in the borough. Our Controlled Parking Zones policy developed over several years has recognised that sharing the limited amount of parking space ensures better utilisation of space.

As part of this option you can choose the hours and days of control restrictions will apply.

Advantages and disadvantages of permit holder only and shared-use parking

Advantages

- it should ensure all residents can park reasonably close to their homes
- it provides protected parking for residents, even on match days
- it provides the possibility trouble free evening and weekend parking for residents' visitors, although using the Residents' Visitors' Permits (RVPs) they could also park in the Permit-only bays.
- it allows varying parking needs in different streets to be taken into account
- it will help local businesses and places of worship by providing free evening and weekend parking for customers and worshippers
- the scheme can be easily adjusted to maximise the efficient use of parking spaces to meet different parking needs
- it would minimise any harmful displacement of parking to adjacent zones

LOSING:

- Protected parking areas for residents and their visitors
- Reduce match-day parking demand in some areas

Disadvantages

- there may be some residual match day parking stress, making further measures necessary
- there may be residual stress from Westfield, making further measures necessary
- Council officers will have the task of deciding the number and location of permit only bays in different streets/street sections
- some residents may feel that the permit only bays in their street are too far from their homes.

LOSING:

- Less efficient use of on-street parking space
- Concentrates parking demand in smaller shared parking areas
- Reduces parking available for local amenities
- Can be confusing for visitors from other parts of the borough

• **Increased number of parking signs**

Questionnaire

1. Name
2. Address and Post Code
3. Are you a Resident/Business permit holder? Resident Business Both

OPTION 1 – Shared-Use Option

4. Are you in favour of keeping shared use parking bays **as they are but extending the control hours in Zone J so that they are the same as in Zone JJ, that is, 9.0 am to 9.0 pm, seven days a week.**

LOSING

- No (please go to question 6)

5. *If you answered 'yes' to question 4, the proposed control hours would commence at 9.0 am, but when do you think they should finish?*

5. *If you answered 'yes' to question 4, what hours and days of control would you prefer.*

Please provide a first choice - a second choice.

Hours of operation

First Choice Start Time 8am 9am

Second Choice Start Time 8am 9am

Days of operation

First Choice Mon-Fri Mon-Sat Mon-Sun

Second Choice none Mon-Fri Mon-Sat Mon-Sun

OPTION 2 – Permit Holder Only and Shared-Use Option

6. Are you in favour of introducing permit holder only bays (**operating 24 hours a day, seven days a week**) alongside the existing shared-use bays (**operating 9.0 am to 5.0 pm five days a week**)?

- Yes

- No

LOSING:

7. If you answered 'yes' to question 6, what hours and days of control would you prefer. Please provide a first choice and a second choice?

Hours of operation

First Choice Start Time 8am 9am **First Choice End Time** 5pm 9pm 10pm

Second Choice Start Time 8am 9am **Second Choice End Time** 5pm 9pm 10pm

Days of operation

First Choice Mon-Fri Mon-Sat Mon-Sun

Second Choice Mon-Fri Mon-Sat Mon-Sun