

'Option 4' - 'Permit-Only/Shared' Bays in a Re-unified Zone J

1. Zone J should be reunified and a varying proportion of 'permit-only' bays introduced in every street/major street section, alongside the 'shared-bays' that currently exist.
2. the new 'permit-only' bays should have the same control hours as those currently in Zone JJ, that is, 9.0 am to 9.0 pm, seven days a week;
3. the remaining 'shared-bays' should retain, or revert to, the current control hours in Zone J, that is, 9.0 am to 5.0 pm, five days a week.
4. the number of 'permit-only' bays should reflect, but not equal, the number of permit holders in different streets/street sections: this is because, just as at present, residents will park in the most convenient bays, closest to their homes, regardless of whether they are 'permit-only' or 'shared-bays'; this will reduce the number of 'permit-only' bays required to deal with parking problems.
5. special dispensation should be available to builders and others to use 'permit only bays' adjacent to a property on which they are working.
6. if supported in the consultation and implemented, the scheme should be subject to early review so that any weaknesses in its initial design can be dealt with: if necessary, the number of 'permit-only' bays should be increased until *all* residents enjoy relatively easy parking; the scheme should also be kept under long term review, and updated, to deal with changing circumstances.
7. it might also be useful, in close consultation with the Zone J Business Group, if a number of exclusive but inexpensive, pay to park, short stay bays, are created on single yellow lines on or near the Uxbridge and Goldhawk Roads along, perhaps, with a number of free loading bays.

Advantages

- it will ensure all residents can park reasonably close to their homes
- it will provide protected parking for residents, even on match days
- it will provide simple and free evening and weekend parking for residents' visitors
- it will help local businesses and places of worship by providing free 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 will minimise any harmful displacement of parking to adjacent zones

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.