



Contains Confidential or Exempt Information	No
Title	Wyke Estate 'Area', Isleworth – Results of Controlled Parking Zone (CPZ) Preliminary Consultation
Member Reporting	Officer report
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For Consideration By	Isleworth and Brentford Area Forum
Date to be Considered	12 th November 2015
Implementation Date if Not Called In	N/A
Affected Wards	Osterley and Spring Grove
Keywords/Index	CPZ Consultation

1. Details of Recommendations

1.1 That Members consider the outcome of the consultation and agree that:

- (a) The controlled parking zone (CPZ) consultation in Crowntree Close, Oaklands Avenue, Stags Way, Syon Lane, Syon Park Gardens and Wyke Close is progressed to the detailed design consultation stage;
- (b) In the event that the detailed design consultation shows majority support, Officers proceed with the statutory consultation for the making of a Traffic Management Order (TMO) for the CPZ, and that objections (if any) that cannot be resolved by officers be reported back to the Forum for consideration and, if there are no unresolved objections, officers implement the CPZ and confirm the TMO;
- (c) Ward Councillors be kept informed of progress following the detailed design consultation and the statutory consultation stages;
- (d) Residents be informed of the Forum's decision

If the recommendations are adopted, how will residents benefit?	
Increased provision of on-street parking facilities for residents and their visitors	Upon introduction and enforcement of CPZ

2. Report Summary

1. This report deals with the results of a preliminary consultation carried out with the residents of the Wyke Estate 'area' for a possible Controlled Parking Zone (CPZ);
2. It recommends that the scheme be progressed and a detailed design consultation be undertaken with residents of Crowntree Close, Oaklands Avenue, Stags Way, Syon Lane (part), Syon Park Gardens and Wyke Close;
3. These recommendations are being made to reflect the preliminary consultation outcome;

4. If adopted, the key financial implications for the Council relate to the cost of the detailed design consultation, formal consultation and implementation which will be in the region of £15,000.

3. Reason for Decision and Options Considered

- 3.1 Following complaints of indiscriminate and obstructive parking in Crowntree Close, Stags Way and Wyke Close caused by non-residents, including receipt of a petition requesting parking controls, Members of this Area Forum instructed officers to undertake a preliminary consultation with residents to ascertain their views of a possible controlled parking zone (CPZ) in their road.
- 3.2 Having discussed the matter further with local Ward Councillors, it was agreed that the CPZ consultation should be carried out over a wider area to determine whether there was support for a CPZ beyond Crowntree Close, Stags Way and Wyke Close. The consultation area boundary, shown at Appendix B, was extended to include Oaklands Avenue, Syon Lane (between Nos 36 – 213) and Syon Park Gardens.
- 3.3 In September of this year, 349 consultation documents were delivered to the properties in the area requesting their views on the existing parking situation and whether residents would support the introduction of parking controls. 124 responses were received, which represents an overall response rate of 36%. The responses to the questionnaire are summarised below.
- 3.4 Question 1 asked residents if they were in favour of their road being included in a CPZ. The results, shown below, indicate marginal support for a CPZ in Stags Way, Syon Park Gardens and Wyke Close, a larger majority support in Syon Lane and an equal split in support and against from Crowntree Close and Oaklands Avenue.

ROAD	Q1. Are you in favour of being included in a CPZ?	
	Yes	No
Crowntree Close	3	3
Oaklands Avenue	13	13
Stags Way	10	9
Syon Lane*	17	9
Syon Park Gardens	18	15
Wyke Close	8	5
No Address	1	0
TOTALS	70	54

*Nos 36 – 213 Syon Lane

- 3.5 Question 2 focussed on the possible operational days of a CPZ should a scheme be progressed. Residents were asked whether they would prefer a Monday-Friday, Monday-Saturday or Monday-Sunday scheme. The majority response to question 2 indicated support for a Monday-Friday scheme only, with the exception of Stags Way where there was equal support for a Monday-Friday and Monday-Sunday scheme. Responses to Question 2 are summarised overleaf:

ROAD	Q2. If a CPZ were to be introduced, what days would you like the CPZ to operate?		
	Mon-Fri	Mon-Sat	Mon-Sun
Crowntree Close	4	0	1
Oaklands Avenue	15	3	5
Stags Way	7	2	7
Syon Lane	13	2	5
Syon Park Gardens	22	2	2
Wyke Close	10	1	1
<i>No Address</i>	1	0	0
TOTAL	72	10	21

3.6 Question 3 asked residents what operational hours they would prefer if a CPZ were to be introduced. The suggestions included in the consultation were grouped as a part day scheme (e.g. 10am- 12noon), a split day scheme (e.g. 10-11am & 3-4pm) and a full day scheme (e.g. 9.30am-5pm). Residents were also asked for their own preferred times if they did not support the examples provided in the questionnaire.

3.7 Although the overall response to this question indicated majority support for a full day CPZ, it should be noted that 3 of the 6 roads consulted did not support that option. The majority support from both Oaklands Avenue and Wyke Close was for a split day scheme whilst the responses from Crowntree Close were equally in support for a part day and full day scheme. The remaining 3 roads, Stags Way, Syon Lane and Syon Park Gardens, were in support of a full day scheme. The responses to question 3 are shown below.

ROAD	Q3. If a CPZ were to be introduced, what hours would you like the CPZ to operate?		
	Part Day (e.g. 10am-12noon)	Split Day (e.g. 10-11am & 3-4pm)	Full Day (e.g. 9.30am-5pm)
Crowntree Close	2	1	2
Oaklands Avenue	4	11	8
Stags Way	3	2	11
Syon Lane	0	5	12
Syon Park Gardens	7	5	11
Wyke Close	2	7	2
<i>No Address</i>	0	0	1
TOTAL	18	31	47

3.8 In relation to question 3, there were only a small number of alternative operating-hour suggestions put forward which varied from 1 hour per day to a 24 hour a day scheme, therefore, it is difficult to gauge any true reflection on how much support there would be for these alternative suggestions.

3.9 The final question asked residents whether they would support the introduction of a CPZ if the surrounding roads showed support. As the roads consulted were either in support of the CPZ proposals or had no preference in

support or against (to question 1) the results to this question are of no relevance at this time.

- 3.10 In view of the preliminary consultation, Officers recommend that a further, detailed design consultation is undertaken with all those roads initially consulted, namely Crowntree Close, Oaklands Avenue, Stags Way, Syon Lane, Syon Park Gardens and Wyke Close. The detailed design consultation will incorporate a proposed scheme design and a further questionnaire for residents to complete.
- 3.11 It is also recommended that the detailed design consultation only incorporates the operational days of Monday-Friday whilst providing options for both a split and full day CPZ scheme. If approved, the detailed design consultation stage questionnaire will be subject to local Ward Councillor consideration prior to its distribution.
- 3.12 In view of the support received during the preliminary consultation stage and residents' desire for parking control measures at the earliest opportunity, it is recommended that, should there be majority support following the detailed design consultation Officers proceed with the statutory consultation for the making of a Traffic Management Order (TMO) for the CPZ, and subject to there being no unresolved objections, that officers implement the CPZ and confirm the TMO.
- 3.13 If agreed, officers will liaise with the ward members throughout the process to provide regular updates. If officers are unable to resolve any objection received to the formal consultation, a further report will be brought to this Forum for decision.

4. Key Implications

If support for a CPZ is reconfirmed at detailed design stage, the council will progress to statutory consultation. Assuming that any objections received are also able to be dealt with it would be hoped that implementation could commence in 2016.

5. Financial Details

a) Financial Impact On The Budget (Mandatory)

The cost of implementing the proposals in this report will be in the region of £15k made up as follows:

- Design & Consultation - £500
- Statutory Consultation - £1500
- Implementation - £13,000

The intent is to meet the above commitment from funding made available from the TfL allocation to the borough in the current financial year of £110,000 for the development of CPZs. However, this funding has also been used in part to support the introduction of the extended rugby zone CPZ. Whilst a commitment to partially reimburse the council for the cost of this extension has been received from England Rugby 2015, further negotiations are still ongoing to establish the full extent of this payment. Funding of £10,000 is also

available from section 106 Scheme 98, which was allocated for this purpose on 29/07/2015 by a single member decision.

b) Financial Background (optional)

c) Comments of the Assistant Director Strategic Finance

£10k is confirmed to be available from S106 monies to part-fund detailed design consultation, formal consultation and implementation works proposed in the report. Costs incurred on rugby zone CPZ works must be recovered to enable the full implementation of this report's recommendations, and funding of the balancing £5k will need to be confirmed before any works are progressed.

6. Legal Details/Comments of the Head of Governance

Local authorities have a duty under section 122 of the Road Traffic Regulation Act 1984 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.

Section 6 of the Road Traffic Regulation Act 1984 grants powers to traffic authorities to make traffic management orders in respect of roads in Greater London. When making a Traffic Management Order, 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 specified purposes.

The procedure for making the Traffic Management Order is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the requirements with regard to signage are set out in the Traffic Signs Regulations and General Directions 2002.

7. Value For Money

If approved, Implementation of the project will be undertaken by Hounslow Highways, their schedule of rates for such work having been subject to stringent market testing ahead of the award of the Highways PFI.

8. 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

9. Risk Management

Risks associated with implementing the project are low, however whether it will proceed to implementation will depend on majority support for the proposals as it passes through the next round of consultation.

10. Links to Council Priorities

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

11. Equalities, Human Rights and Community Cohesion

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.

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.

12. Staffing/Workforce and Accommodation implications:

n/a

13. Property and Assets

Any new street assets created in association with this proposal will be added to the register of such assets maintained by Hounslow Highways.

14. Any Other Implications

n/a

15. Consultation

If approved, it is anticipated that the detailed design consultation will commence in January 2016.

16. Timetable for Implementation

If support for a CPZ is reconfirmed at detailed design stage, the council will progress to statutory consultation. Assuming that any objections received are also able to be dealt with it would be hoped that implementation could commence in 2016.

17. Appendices

Appendix A - Consultation Results
Appendix B - Consultation Boundary
Appendix C(i) - Consultation Document
Appendix C(ii) - Consultation Questionnaire

18. Background Information

n/a

REPORT ENDS