

**Mark Frost, Head of Traffic, Transport & Environmental Strategy
Chief Executive's Department.**

**London Borough of Hounslow,
The Civic Centre
Lampton Road, Hounslow,
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Our ref: ChurchStCPZ/Consultation
Date: 22 June 2018

OWNER/OCCUPIER
«Postal_Address»
«F2»
«F3»
«F4»
«F5»

Dear Sir / Madam,

**Church Street (part) & Mill Plat, Isleworth
Proposed Controlled Parking Zone Detailed Design Consultation**

I write further to the letter dated 28 June 2017 detailing the outcome of the Church Street 'Area' proposed controlled parking zone (CPZ) preliminary consultation and, in particular, highlighting the possible introduction of a CPZ in Church Street (north-east of Bridge Wharf Road) and Mill Plat to prevent 'all-day' non-residential parking.

As identified in the letter dated 28 June 2017, initial feedback received during the previous 'preliminary' CPZ consultation indicated there may be support for a Monday-Friday, 9am-11am scheme as this would remove the long-term 'all-day' parking from the roads, thereby prioritising parking for local residents and their visitors, whilst ensuring afternoon/evening trade for local amenities is not adversely effected.

The purpose of this letter is to provide details relating to the proposed CPZ and to commence the 'detailed design' consultation process.

This consultation is intended to seek residents and businesses views as to whether there is support for a CPZ and, if so, what operational times are considered most appropriate. The consultation questionnaire also seeks comments on the proposed CPZ design which is shown on the attached plan and briefly summarised below.

Church Street (north-east of Bridge Wharf Road)

The proposals for Church Street incorporate 'resident only' parking bays which can only be used by those with valid resident permits or visitor booklets (which can only be purchased by residents within the proposed zone), along with 'shared-use' parking bays which can be used by all permit holders (resident & business), those displaying a valid visitor booklet as well as 'pay to park' users. Pay to park users would be restricted to a maximum stay of 1 hour during the proposed operational times. Outside of the operational times, the parking bays would revert to being unrestricted thereby allowing all vehicle users to park without any charge.

The remainder of the road consists of a combination of single and double yellow lines. Double yellow lines operate at all times and no parking will be permitted at these locations although loading/unloading is permitted for up to 20 mins. The proposed single yellow lines will operate the same time as the CPZ and can be parked upon outside of those times unless an obstruction would

be caused, i.e. parking across another residents' dropped kerb would not be permitted without their consent.

Mill Plat

The CPZ design for Mill Plat is similar to that of Church Street with the exception that only 'resident only' parking bays are proposed. The manner of parking is proposed as parallel to the kerb and the existing parking perpendicular to the kerb will be prevented so to ensure no obstruction is caused to other vehicles accessing the road.

Parking bays are currently proposed in the narrow section at the eastern end of Mill Plat and residents' views on this proposal are welcome. The alternative option would be the introduction of single and/or double yellow lines to prevent parking in this section of road.

This is your opportunity to have a say on the proposed parking scheme including the layout of CPZ in your road and to make suggestions/comments about the proposed design. I would strongly encourage you to respond even if you do not experience any parking difficulties and/or are not in favour of a CPZ.

Included with this letter is a variety of information which provides a summary of how CPZs work and the costs involved and I would strongly encourage you to review this before completing the attached questionnaire.

Once you are satisfied that you have sufficient information I would be grateful if you would return the completed questionnaire by 20 July 2018 at the latest in the pre-paid envelope provided (no stamp required). Alternatively, the survey can be completed online: **XXXXXXX**

Thank you for taking the time to participate in this consultation and I look forward to receiving your completed questionnaire. Should you have any queries or require further information, please do not hesitate to contact the Parking Management Team via the details shown at the top of this letter.

Yours faithfully,

Andrew Nye
Parking Management, Traffic & Transport
London Borough of Hounslow

Information on Controlled Parking Zones and How They Operate

What is a Controlled Parking Zone?

A Controlled Parking Zone (CPZ) is an area where all kerbside space is marked out with parking spaces where it is safe to park. Waiting restrictions (yellow lines) would be placed everywhere else where parking would not be allowed while the CPZ is operational, or longer periods as shown on signs.

CPZs are used to provide protected parking facilities for residents and their visitors, local businesses and their visitors as well as short-term parking for shoppers and visitors to other commercial premises.

CPZs are usually located in town centres and areas surrounding underground and rail stations where extraneous parking most affects residents and businesses although CPZs have also been introduced in areas heavily affected by commercial and/or business parking.

CPZs also help ease congestion by removing obstructive and indiscriminate parking.

How do Controlled Parking Zones Work?

CPZs work by ensuring that only vehicles with valid permits are allowed to park in designated bays during the hours the CPZ operates. Permits will only be made available to local residents and businesses within the CPZ boundary. Outside of the operational hours, parking is unrestricted unless otherwise indicated by additional signage, such as where a single yellow line may need to operate for an extended period. Any vehicles that are parked illegally during the controlled times are liable to receive a Penalty Charge Notice (PCN) {parking ticket}.

Service / delivery vehicles can load or unload for up to 20 minutes on the yellow lines (where there are no loading restrictions) and in residents' or shared use bays. However, loading / unloading must be evident to ensure a penalty charge notice is not issued.

What are the Advantages of a Controlled Parking Zone?

-) Residents and their visitors are given priority when parking in residential roads.
-) Shared use bays, permits may be used in locations adjacent to residential premises, shops and other businesses, or in special circumstances should they be required. These bays can be used by any person with a valid permit unlimited or for others for a limited period of 1 hour.
-) Yellow lines will prevent obstructive parking on junctions, across driveways, on bends and in narrow roads.
-) Accessibility will be improved for pedestrians, wheelchair users and the disabled and also larger vehicles such as the emergency services and refuse collection by removing obstructive parking.

Controlled Parking Zones Disadvantages

-) The layout of parking bays may appear to reduce the amount of parking spaces available, but much of this "parking" may be obstructive or dangerous. However, every attempt will be made to optimise the amount of on street parking bays, without compromising safety and accessibility requirements.
-) It is possible that parking will be displaced into uncontrolled roads close to the CPZ boundary.
-) The signs and road markings that must be used may be perceived as being visually obtrusive, although every effort will be made to keep signs and lines to a minimum.
-) The scheme does not permit residents to park across driveways during the operating hours of the CPZ. This is because practical enforcement difficulties arise from such measures and they can create tension between neighbours (e.g. a neighbour may choose to park partly across your driveway even though they should not).

Permit Charges

Resident Permit Prices

	1 st Vehicle	2 nd Vehicle	3 rd Vehicle	4 th Vehicle	5 th and subsequent vehicles
12 month resident permit for a low-emission vehicle*	£0	£0	£0	£0	£0
12 month resident permit for a low-emission vehicle which is also a diesel*	£50	£50	£50	£50	£50
12 month resident permit for all other diesel vehicles	£130	£210	£290	£370	£450
12 month resident permit for all other vehicles	£80	£160	£240	£320	£400

*low emission vehicle means a band A or B vehicle registered between 1 March 2001 and 31 March 2017, or a vehicle registered on or after 1 April 2017 whose CO2 emissions figure does not exceed 50g/km

Business Permit Prices

Commercial Business Permit (12 month permit)	£506.25
Private Business Permit (12 month permit)	£753.75

For the purpose of permit application, vehicles eligible for the Commercial Vehicles permit will be limited to those vehicles that are specifically constructed for the carriage of goods e.g. vans. All types of cars are excluded from the Commercial Vehicles permit and must apply for the Private Vehicles permit, including cars that are used for business purposes and/or that are sign written.

Please note, a change of vehicle, refund (any permit) or replacement permit (for lost permits) will incur a £20 administration charge.

Other Permit Prices

Visitors' Permits: £22.50 per 'card'. Each card is divided into 30 lines and each line allows 1 hour's parking. Parking for your visitors will therefore cost 75p per hour.

Carer/Medical Permits: £67.50 per year. This is available to assist people such as independent elderly residents, who may possibly be housebound, to maintain their lifestyle. Carer permits are not available for Nannies. A relative/nominated friend may apply for a carer permit.

For further information on parking permits and the parking permit policy please refer to Council website: http://www.hounslow.gov.uk/index/transport_and_streets/parking.htm

Types of Parking Bays and who is eligible to park in them

Permit parking bays

Bays would be marked for the use of vehicles displaying a valid parking permit during the hours of control. Only residents of the zone will be eligible for parking permits. One permit is needed for each vehicle parked on street during the hours the zone operates and that permit will only be eligible for the vehicle it is registered to. No permit is required if residents do not need to park on-street during the hours of control.

Visitor parking

Visitors can use "Visitor Permits" if they wish to park on street during the operational hours of the scheme. It is worth noting that accommodation of visitors within the zone could reduce on street parking provision for residents themselves since they will occupy the same parking bays.

Visitors can park in residents' permit bays or shared use bays during the hours of control provided a valid visitor permit is displayed in their vehicle. Alternatively, visitors can park in private driveways where this is possible or arrange their visits outside the restricted time, if convenient. Outside the hours of operation visitors do not need to display a permit.

Shared use bays

Shared use bays may be used for parking by residents and their visitors in the same way as residents' bays. Short term visitors to the area can also park in these bays without a permit for one hour. Residents and their visitors should display a valid permit whilst parked in these bays during the hours of control. Residents are permitted to park in shared use bays all day by displaying their relevant permits. Visitors are also permitted to park in these bays for the duration of the displayed visitor permit.

Business parking

Businesses are entitled to purchase on-street parking permits. Parking is provided for visitors to businesses in the shared use bays although 'pay to park' visitors can park for the maximum duration indicated on the associated signage.

Parking for disabled badge holders

Residents who have blue badges are eligible to park in on-street pay and display, shared use and permit holder bays (except where controlled signs state otherwise) without displaying a residents' parking permit.

Blue badge holders are exempt for up to 3 hours on yellow lines where there are no loading restrictions and provided their vehicle does not cause safety or congestion problems.

Motorcycle parking

Motorcycles or scooters can park free of charge in any dedicated motorcycle bay (both on-street or in a council car park) or in any residents' bay or shared use bay where a resident permit would normally be accepted (please refer to on-street signs). Motorcycles or scooters may not park on the footway other than in designated footway parking bays.

Dropped Kerbs

Please be aware that should a CPZ be introduced in your road the Council will only accept requests for new dropped kerbs (driveways to allow off street parking on your private land) in exceptional circumstances.

In addition to the existing charge for the construction of a dropped kerb, which can be confirmed by the Councils' highways contractor Hounslow Highways, there would also be an additional charge for the amendment to the Traffic Management Order (TMO; which, amongst other things, confirms the locations of parking bays and waiting restrictions within the scheme) to accommodate the removal of any existing parking bay that may obstruct access to your property.

It is therefore recommended that, should you wish to install a dropped kerb, you make contact with Hounslow Highways at your earliest possible opportunity. It is, however, advisable that you wait until this consultation is complete and a decision whether to progress the CPZ or not has been made before you apply for a dropped kerb. Hounslow Highways can be contacted via the following options:

Telephone: 020 8583 2000

Website: www.hounslowhighways.org