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Proposed Controlled Parking Zone (CPZ) Consultation Church Street 'Area' Isleworth

Dear Owner/Occupier

Further to the informal preliminary Controlled Parking Zone (CPZ) consultation carried out in November / December 2016, the feedback from the consultation indicated there was evidence of support for a controlled parking zone in some roads in the southern extent of the consultation area.

The consultation received 110 responses from 860 properties consulted. Based on the results (full results table at the end of the letter) officers in consultation with local councillors agreed that the North Street 'Area' CPZ should be progressed to detailed design stage with residents of Church Street (between Lower Square and Manor House Way), Lower Square, Swan Street, Harcourt Close, Hartland Road, Manor House Way, North Street, Parthenia Drive, Silverhall Street and Twickenham Road (74 – 110 as they may currently park in Harcourt Close).

Although the results table does not show responses from Manor House Way, it is suggested to include this road in the detailed design consultation due to the potential effects of displaced parking in this road if a CPZ was introduced in the surrounding roads.

Whilst there was some evidence of support from Church Street residents north of Manor House Way, there was also some concern about the impact of parking controls on trade for local businesses, notably the London Apprentice public house. An alternative suggestion is therefore presented below.

There was little or no support for a CPZ from any other road consulted and so the decision is not to proceed with any further work in these locations.

In regards to Church Street, Officers have reviewed the consultation responses and options available and, given there was some evidence of support for the proposal, would like to ask for further feedback from residents on the potential to introduce parking controls covering Mill Platt (eastern end) and Church Street (to the entrance of Syon Park) that would operate in the morning only (9am-11am) Monday - Friday. This would have the effect of removing long term parking (as there is currently no maximum stay arrangement in the location) and also some daily non-resident commuter parking by employees of local businesses without having any significant impact of potential users of the local public house.

We welcome feedback on this suggestion – please email traffic@hounslow.gov.uk with the subject line 'Church Street CPZ' or write to us at Traffic & Transportation Section, REDe, London Borough of Hounslow, Civic Centre, Lampton Road, Hounslow, TW3 4DN. Please provide your feedback by **21 July**.

In the event there was some evidenced support for this proposal then further detailed design would be progressed and further engagement with residents undertaken. If implemented, we would look to review the scheme 6-12 months after operation commenced to confirm whether it is working and if any changes to operating hours are wanted/required.

We have enclosed again information about controlled parking zones for your convenience.

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 local 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 40 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 (RingGo, residents permit and business permit) 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 or those wishing to pay to park.
-) 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' currently occurring 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). The occasional exception is made in roads where the 'permit holder only past this point' signs are proposed and, as no parking bay markings would be provided, residents would be entitled to park across their own driveways.

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

Residents' 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 and by business permit holders where indicated. Short term visitors to the area can also park in these bays and will have to buy the required time via the RingGo option (Hounslow Council no longer introduce pay and display machines in new CPZs due to the ongoing maintenance costs associated with these machines). Residents and their visitors as well as businesses should display a valid permit whilst parked in these bays during the hours of control. Residents and businesses 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 business parking permits. Business permit holders may park in shared use spaces (where 'permit holders' parking is indicated). Parking is provided for visitors to businesses in the shared use bays and they will be required to purchase the required time via the 'RingGo' option. Business permit holders are not permitted to park in residents' parking spaces.

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.

Permit Charges

(With effect from 1 April 2016 subject to change. At the time of consultation it can be confirmed that the council intends to consult in summer 2017 on reducing permit prices for low emission vehicles, and introducing a surcharge for Diesel vehicles in order to help incentivise a move towards less polluting cars in order to improve air quality. Increases to permit charges for the second or subsequent vehicle owned by one household are also being considered.)

Residents' permits: £80 per year for 1st vehicle,
£133 per year for 2nd vehicle,
£220 per year for 3rd vehicle.

Change of vehicle/refund: £20 admin charge
Replacement (lost permit): £20 admin charge

Business Permits: £506.25 for a Commercial Business permit each
£753.75 for a Private Business permit each

Replacement (lost permit): £20 admin charge

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

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

Email: Enquiries@hounslowhighways.org

Website: www.hounslowhighways.org

Yours faithfully,

Christian Camilleri
Parking Management Team
London Borough of Hounslow.

Feedback Summary

Road	No. of properties	No. of responses	% response	Question 1: Are you in favour of your road being included in a CPZ?		Question 2: If a CPZ were to be introduced, what days would you like the CPZ to operate?			Question 3: If a CPZ were to be introduced, what times would you like the CPZ to operate?		
				Yes	No	Mon - Fri	Mon - Sat	Mon - Sun	Part day (e.g 10am - 12noon)	Split day (e.g 10-11 & 3-4pm)	Full day (e.g 9.30am-5pm)
Bridge Wharf Road	16	3	19%	0	3	1	0	0	1	0	0
Church Street	75	15	20%	13	2	7	3	5	5	2	7
Ferny Meade way	55	2	4%	0	2	0	0	0	0	0	0
Harcourt Close	21	7	33%	2	5	2	1	2	1	0	2
Millside Place	16	4	25%	2	2	2	1	0	1	0	2
North Street	18	6	33%	4	2	5	0	0	1	3	1
Parthenia Drive	22	1	5%	1	0	1	0	0	0	0	1
Silverhall Street	26	12	46%	8	4	9	1	1	3	3	4
Snowy Fielder Waye	41	12	29%	4	8	6	0	4	4	3	2
South Street	2	2	100%	0	2	0	0	0	0	0	0
Teck Close	12	3	25%	2	1	1	0	1	0	0	1
Thackeray Close	44	3	7%	1	2	1	0	1	1	0	1
Twickenham Road	69	6	9%	4	2	3	2	0	0	0	3
Union Lane	290	19	7%	7	12	14	0	3	7	3	5
Manor House Way	0	0	0	0	0	0	0	0	0	0	0
Mill Platt	0	0	0	0	0	0	0	0	0	0	0
Upper Square	3	2	67%	1	1	1	0	0	0	0	1
White Lodge Close	150	13	9%	1	12	6	0	1	3	2	2
Total	860	110	13%	50	60	59	8	18	27	16	32
				45%	55%	54%	7%	16%	25%	15%	29%

