

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

OWNER/OCCUPIER  
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**London Borough of Hounslow,  
The Civic Centre  
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TW3 4DN**

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**Our ref:** EllesmereRd/CPZConsultation  
**Date:** 10 May 2019

Dear Sir / Madam,

**Proposed Controlled Parking Zone (CPZ) Consultation  
Ellesmere Road, Chiswick**

I am writing to you in relation to concerns raised by local residents regarding the practice of 'all-day', non-residential parking occurring in the Transport for London (TfL) managed area fronting Ellesmere Road, Chiswick.

Whilst the Council are sympathetic to these concerns, this section of Ellesmere Road is part of the Transport for London Road Network (TLRN), and the Council do not have the authority to implement parking controls on the TLRN without the approval of Transport for London (TfL).

Discussions are ongoing between the council and TfL on the permissibility of extending parking controls to the TLRN however all parties are keen to see whether there is majority support for such a proposal from residents. If that support exists, further detailed negotiation between the council and TfL on implementing parking controls will take place.

This letter, therefore, commences the start of a 'detailed design' consultation with those directly affected by the proposals to ascertain whether there is majority support for the introduction of parking controls.

This consultation gives those affected the opportunity to assess the Councils' proposed scheme design and review the attached information on CPZs before indicating whether you support the introduction of parking controls or not and to what extent these should operate. The scheme design, which is attached to this letter, indicates that parking within the layby's fronting this section of Ellesmere Road would be restricted to residents permit holders and those displaying associated visitor booklets during the operational times. Where parking bays are not proposed, the existing 'red route' restrictions will be in operation and parking will not be permitted in those locations during the respective operational times of those restrictions.

As you are no doubt are aware, 1-3 Park Close, Ellesmere Road, 2-42 Ellesmere Road and 1-26 Ellesmere Court, Ellesmere Road are located adjacent to the existing Central Chiswick (CC) CPZ and, therefore, the proposal is to include the lay by fronting the aforementioned properties into the CC CPZ. The Central Chiswick CPZ scheme operates between Monday to Friday 9.30am – 12.30pm, 4.30 – 6.30pm and Saturday 9.30am -12.30pm. As residents you are eligible and have

access to CC permits. If progressed it must be noted that the parking spaces associated to Ellesmere Court will also be incorporated into the CC CPZ.

Please note, however, those with valid CC permits will be entitled to park in all roads within the existing scheme.

This is your opportunity to have a say on the Councils proposals and I would strongly encourage you to respond even if you do not experience any parking difficulties and/or are not in favour of the proposals.

Once you are satisfied that you have sufficient information I would be grateful if you would complete the survey online by **Friday 31<sup>st</sup> May 2019** using the following link: [www.hounslow.gov.uk/consultations](http://www.hounslow.gov.uk/consultations)

Once the consultation responses have been analysed, and should there be support for parking controls, this information will be presented to TfL as part of the Council's continuing efforts to support residents and businesses at this location. A further letter will be provided upon completion of the aforementioned 'detailed design' consultation detailing the outcome of this consultation process and the next course of action.

Thank you for taking the time to participate in this consultation and I look forward to receiving your views.

Yours faithfully

Jitten Panchal  
Technician (Parking Management)  
Traffic and 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. Normally, waiting restrictions (yellow lines) would be placed everywhere else where parking would not be allowed while the CPZ is operational although in this scenario the existing 'red route' waiting and loading restrictions will remain in place.

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.

Some residential streets, particularly cul-de-sacs, in this case the parking area outside 1-26 Ellesmere Court can be reserved for permit holder parking only and may not have any signs or bay markings within them, except possibly for a few repeater plates.

Signs at the entrance to the parking area outside 1-26 Ellesmere Court will indicate that parking is for permit holders only past this point (PHOFTP). These signs do not restrict any access into the area, for example to make deliveries or reach residents. These types of schemes are extremely successful at minimising the impact of a CPZ as there will be no road markings or other signs. However, because the signage is very limited, they do work best in small, contained areas and not on extensive through-route road networks.

### **How do Controlled Parking Zones Work?**

CPZs work by ensuring that only vehicles with valid permits are allowed to park in designated areas 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 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, business and associated 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.

- ) 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.
- ) 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.

### Permit Charges

#### Resident Permits Prices

	1 <sup>st</sup> Vehicle	2 <sup>nd</sup> Vehicle	3 <sup>rd</sup> Vehicle	4 <sup>th</sup> Vehicle	5 <sup>th</sup> 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

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

#### 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. Those with valid blue badges will therefore not need to purchase a resident 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.