

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

**London Borough of Hounslow,
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Your contact is: Jitten Panchal
E-Mail: traffic@hounslow.gov.uk
Our ref: FieldCloseArea/CPZConsultation
Date: 5 November 2018

Dear Resident / Occupier

**Field Close, Cranford
Proposed Controlled Parking Zone (CPZ) Preliminary 'Informal' Consultation**

I am writing in reference to a petition submitted to Hounslow Council requesting the introduction of parking controls to regulate the indiscriminate and obstructive parking occurring in Field Close and the neighbouring roads. It has been suggested the parking pressure has increased in this area primarily due to parking associated with Heathrow Airport.

As a result of the petition, the Council have agreed to undertake an 'informal' consultation with residents of the Field Close 'area', which includes Berkeley Avenue, Byron Avenue, Chaucer Avenue, Clevedon Gardens, Field Close, Meadowbank Gardens, Regent Close, Westwick Gardens and Woodfield Road, regarding the possible introduction of a CPZ.

In addition to asking whether consultees support the proposed CPZ, the survey also asks for your comments on the possible operational times in the event that a CPZ is introduced. Three options are included for your consideration with these being all day, part day or split day controls.

'All day' operational hours, which are predominantly introduced where short-stay parking is highlighted as the main parking issue, ensures the scheme provides preferential parking for those with valid permits throughout the daytime. However, these times substantially reduce the flexibility in comparison to the other options as visitor permits are likely to be required for regular and/or longer intervals.

'Part day' hours are intended to prevent long-term (all day) parking by non-permit holders whilst allowing flexibility for 'unrestricted' parking for permit holders' visitors whilst the scheme is not in operation. This approach does, however, also allow other vehicle users to utilise the parking area whilst the scheme is not operational.

The intention of 'split' hours is to remove long-term (all day) parking often associated with business workers and commuters whilst also allowing greater flexibility for permit holders' visitors as valid permits will only be required for shorter durations.

Should there be support for a parking scheme as a result of this consultation, a further 'detailed design' consultation will be undertaken to ascertain the extent of the proposed scheme and the actual days and hours of operation.

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 **Monday 26 November 2018** using the following link:
www.hounslow.gov.uk/consultations.

Once the consultation responses have been analysed, the results of the consultation will be reported to your local ward councillors for consideration and you will be notified in writing of the outcome of the consultation and any future action in due course.

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

Yours faithfully

Jitten Panchal
Technician Engineer (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. 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). 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.

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