

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

**London Borough of Hounslow,
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Our ref: GreatWestRoad/CPZConsultation
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OWNER/OCCUPIER
«Postal_Address»
«F2»
«F3»
«F4»
«F5»

Dear Resident / Stakeholder,

**Controlled Parking Zone (CPZ) Consultation
Nos 419-445 (odds) Great West Road, Hounslow**

In recent years, the council has received a number of complaints and a petition regarding inadequate parking provision along the stretch of road fronting Nos 419-445 Great West Road.

Whilst the council is sympathetic to these concerns, the Great West Road is part of the Transport for London Road Network (TLRN), and we 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 and businesses, and exactly what form such controls should take (days, hours or operations etc.). If that support exists, further detailed negotiation between the council and TfL on implementing parking controls will take place.

I am aware that those of you who have been in contact with us for an extended period of time may feel frustration at the slow pace of progress and the need to submit your views again. However, please rest assured that your local councillors and council officers have strongly represented your views to TfL during this time and will continue to do. It is hoped that, should there be clear support for parking controls, this will strengthen our position during these ongoing discussions with TfL.

This letter, therefore, commences the start of a 'detailed design' consultation with those directly affected by the proposals. This gives those affected the opportunity to assess our proposed scheme design and review the attached information on CPZs, before indicating whether you support the introduction of parking controls and to what extent these should operate.

The attached scheme design indicates the proposed location and type of parking bays. Where parking bays are not proposed, the existing 'red route' restrictions will remain in operation, and parking will not be permitted in those locations during the operational times of those restrictions.

As can be seen on the attached plan, the majority of bays are proposed as 'shared-use', which accommodates both residents and business permit holders, as well as allowing a 'pay to park' option which can be utilised by visitors.

The days and hours of operation of any potential parking controls will be determined upon the responses received during this consultation.

As part of these proposals, the council is also interested to hear your views in relation to the possible introduction of cycle parking facilities to accommodate the growing demand from local residents, business staff and visitors. Whilst the introduction of cycle parking facilities would result in a slight reduction in the number of car parking spaces provided, the reduced demand for car parking spaces if parking controls are introduced should ensure there is minimal impact for vehicle users.

The cycle parking proposals include the introduction of 6 'Sheffield' bike stands, which would allow up to 12 cycles to be parked at any one time and provides a secure, easy to use facility.

This is your opportunity to have a say on the council's 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 using the following link: www.hounslow.gov.uk/consultations **by no later than 10 September 2018.**

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. We will write to you again 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

Andrew Nye
Senior Traffic 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. 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.

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 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	£506.25
Private Business 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.

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.

'Pay to Park' Charges

The charges for pay to park users (previously known as 'pay and display') are £1.20 per 30 minute stay or part thereof.

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

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.

Sheffield Cycle Stands

Sheffield cycle stands are the most popular method for securely parking cycles in public places. They are cost effective, resistant to corrosion and require no maintenance due to the use of stainless or galvanised steel in their construction. Their U-shaped design allows two cycles per stand to be secured at multiple points including the frame and the wheels, the removal of which is often the easiest way of stealing a bike.

Example of typical 'Sheffield' bike stand:

