

**Mark Frost, Head of Transport & Environmental Strategy
Customer Relations, Environment and Culture**

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

**London Borough of Hounslow,
Hounslow House
7 Bath Road, Hounslow,
TW3 3EB
Your contact is: Traffic
Direct Line: 020 8583 3322
E-Mail: traffic@hounslow.gov.uk
Our ref: HTCS-CPZ/AlbionRd&NicholesRd
Date: 8 July 2019**

Dear Sir / Madam,

Proposed Expansion of the Hounslow Town Centre South Controlled Parking Zone

I am writing to you in relation to a petition received from some residents of Albion Road and Nicholes Road requesting inclusion into the adjacent Hounslow Town Centre South (HTCS) controlled parking zone (CPZ) due to parking difficulties experienced in their roads. These difficulties are attributed to displaced parking from the nearby CPZ and shopper parking from Hounslow Town Centre.

In response to this petition and other complaints received, the council are now consulting regarding the possible extension of the HTCS CPZ, which currently operates between Monday-Friday, 9.30am-6pm and Saturday, 9.30am-12.30pm, to include Albion Road and Nicholes Road.

The purpose of the consultation is to give residents the opportunity to assess the council's proposal along with the proposed scheme design, which is attached to this letter, before indicating whether there is support for the introduction of parking controls.

Should there be sufficient support for the introduction of parking controls, your road would be included in the adjacent HTCS CPZ and, subject to displaying a valid permit, you would be entitled to park in any road within that CPZ during the operational times.

This is your opportunity to have a say on the proposed parking scheme including the layout of parking restrictions 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.**

The purpose of the consultation is to give you the opportunity to consider the council's proposals before indicating whether you would support the introduction of a CPZ or otherwise. Before completing the online questionnaire, please refer to the information included with this letter which provides a summary of how CPZs work and the costs involved. Once you are satisfied that you have sufficient information I would be grateful if you would complete the "**Albion Road and Nicholes Road Detailed Design Consultation**" online survey using the following link: www.hounslow.gov.uk/consultations by no later than **5 August 2019**.

Should you be unable to complete the survey online, a paper questionnaire can be provided by contacting the team via the details shown at the top of this letter.

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,

Satpal Gakhal
Parking Management, Transport & Environmental Strategy
London Borough of Hounslow

Information on controlled parking zones and how they operate

What is a CPZ?

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 – either single or double) would be placed everywhere where parking would not be permitted during the times the CPZ is operational, or for longer periods if considered necessary for safety and access reasons.

Some residential streets, particularly cul-de-sacs, can be reserved for permit holder parking only and may have limited signs or bay markings within them.

Signs at the entrance to the street will indicate that parking is for permit holders only past this point (PHOPTP). These signs do not restrict any access into the street, for example to make deliveries or reach private parking areas or driveways. These types of schemes are extremely successful at minimising the impact of a CPZ as there will be limited road markings or signage 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 CPZs work?

CPZs work by ensuring that only vehicles with valid permits are allowed to park in designated bays during the hours the CPZ operates. At other times, parking is unrestricted except where yellow lines operate for longer periods as identified by associated signage. Any vehicles that are parked illegally during the controlled times are liable to receive a Penalty Charge Notice (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 also in resident or shared use bays. However, someone must be in attendance at all times to avoid a parking ticket.

What are the Advantages of a Controlled Parking Zone?

- Residents and their visitors are given priority when parking in residential roads;
- Businesses and their visitors can utilise shared use bays which are generally located in close proximity to local businesses. These bays can be used by valid permit holders and those paying to park. For those paying to park, a maximum stay period is often assigned;
- Yellow lines will prevent obstructive parking on junctions, across driveways, on bends and in narrow roads. Due to a recent change in regulations, the council are reviewing whether single yellow lines across residential dropped kerbs are required although no decision has yet been determined;
- Accessibility will be improved for pedestrians 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;
- At present, CPZs do 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. Exceptions are made in roads where a ‘permit holder only past this point’ approach is proposed although this is generally confined to ‘no through roads’ or roads where there is limited through traffic.
- Charges are applicable for those purchasing permits or paying to park during the controlled times.

Types of parking bays and who is eligible to park in them

Residents' permit parking

Parking 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 resident parking permits. One permit is needed for each vehicle parked on street during the hours the zone operates. No permit is required if residents do not need to park on-street during the hours of control.

Visitor parking

Residents' visitors who require 'on-street' parking during the operational hours of the scheme can park in resident or shared-use bays subject to a visitor permit being displayed. Residents eligible for resident permits are also entitled to purchase visitor permits. Outside the hours of control 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 resident bays, or by short term visitors to the area who pay to park. Permits have to be displayed whilst parked in these bays with the exception of those who have paid to park. Business permits are generally permitted in these types of bays although users are encouraged to check the associated signage.

Business parking

Businesses are entitled to purchase on-street parking permits which can be used in most shared-use bays and dedicated business bays. Customers and visitors would be entitled to pay to park in shared-use bays for the maximum time period indicated on the associated signage.

Parking for disabled badge holders

Residents who have blue badges are eligible to park in on-street permit holder and shared use bays (except where controlled signs state otherwise) without displaying a resident 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. It is highly recommended that blue badge holders should not park on double yellow lines.

Motorcycle parking

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

Resident Permit Charges

	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

Other Permit Charges

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. This permit is registered to a property rather than a single vehicle and can, therefore, be utilised by all those who provide assistance. Carer permits are not available for those (non-residents) providing general child care duties. A relative/nominated friend may apply for a carer permit on the property occupants' behalf.

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 council's highways contractor Hounslow Highways, there would also be an additional charge for the amendment to the Traffic Management Order (TMO; a legal document 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