

**Mark Frost, Head of Traffic and Transport.
Regeneration, Economic Development and
Environment Dept.**

**London Borough of Hounslow,
The Civic Centre
Lampton Road, Hounslow,
TW3 4DN**

**Your contact is: Amarpal Singh Soor
Direct Line: 020 8583 3322
E-Mail: traffic@hounslow.gov.uk
Our ref: Lionel Rd North CPZ/Consultation
Date: 10 August 2018**

Dear Resident / Stakeholder,

Lionel Road North, Brentford - Proposed Controlled Parking Zone Consultation

I write with regards to complaints and petition received from some residents of Lionel Road North concerning indiscriminate parking occurring in the road and a subsequent petition requesting the introduction of parking controls. This parking is being attributed possibly to local business workers, holiday makers and commuters using Kew Bridge Station and the recent introduction of the neighbouring Brentford East Controlled Parking Scheme (between Ealing Road and Carville Crescent). As a consequence this is reportedly resulting in some residents having difficulties in parking close to their homes.

As a result of these complaints and petition, the council is now undertaking a consultation with residents regarding the possible introduction of a controlled parking zone (CPZ) to alleviate the reported difficulties. The purpose of the consultation is to give residents the opportunity to consider the council's proposals before indicating whether you would support a CPZ.

Single road CPZ's are not encouraged, as, whilst spaces are marked out to maximise parking, safety will not be compromised and this may lead to reduced space to cater for all residents' vehicles at certain times of the day. Therefore it is suggested that Lionel Road North becomes an extension to the existing Brentford East CPZ with operational times of Mon – Sat 9am - 6pm, and residents of Lionel Road North have the opportunity to park in the bays of the original scheme.

This is your opportunity to have a say on whether you would like a CPZ to be introduced and to make suggestions/comments about the possible operational times. **I would strongly encourage you to respond even if you do not experience parking difficulties and/or are not in favour of the CPZ being extended.**

Please refer to the information included with this letter, which summarises how CPZs work and the costs involved, and **complete the survey using the following link: www.hounslow.gov.uk/consultations**. Alternatively, you can return the attached questionnaire by 14 September in the pre-paid envelope provided.

Your feedback will be reported to your local ward councillors for consideration. If there is support for the CPZ proposals, and councillors approve, the scheme will be progressed to the next stage where we will prepare a design for the parking scheme and undertake further consultation on this. 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.

Yours faithfully,

Amarpal Singh Soor
Team Leader (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 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 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" 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.

Proposed Operational Times

Part Day Scheme

A part day scheme is generally intended to remove all day parking from commuters and local business workers. This type of scheme is commonly used in the vicinity of a train / tube station where non-residential parking is likely to occur early in the day and remain until the early evening.

Split Day Scheme

This type of scheme provides similar provisions as above but also ensures greater control on non-residential parking during the day by adding an additional afternoon / early evening operational time.

This type of scheme is likely to be beneficial where there is an increase in parking in those later periods which could be attributed to local amenities or new residential developments in the area.

Full Day Scheme

'All day' operational hours are predominately used where short-stay, non-residential parking occurs at various times throughout the day. These hours deters this type of parking and ensures priority parking for residents and their visitors throughout the day. However, it should be noted that these times substantially reduce the flexibility in comparison to the other operational times proposed as, for example, visitor permits will be required for longer periods.

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.

Resident Permits 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

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.

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.

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.

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.

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.

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

