

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

OWNER/OCCUPIER

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**London Borough of Hounslow,
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Our ref: CS/DetailedDesign

Date: 23 November 2018

Dear Sir / Madam,

Parking in the Riverside Ward 'area', Chiswick Controlled Parking Zone (CPZ) Detailed Design Consultation

In July this year, the Council consulted residents and businesses in the remaining unrestricted areas of the Riverside Ward of Chiswick on the introduction of a Controlled Parking Zone (CPZ). This letter is to inform you of the results of that consultation, the subsequent decisions made following discussion with your local councillors and to commence the next stage of consultation.

As shown in the attached consultation results tables, the majority of respondents to questions 1 and 2 indicated experiencing parking difficulties in their road and subsequent support for the introduction of a CPZ. On a road by road basis, the following indicated majority support for a CPZ: Burlington Lane, Ernest Gardens, Grove Park Gardens, Grove Park Road, Grove Park Terrace, Herbert Gardens, Kinnaird Avenue, Magnolia Road, Riverview Grove, Riverview Road, Strand-on-the-Green (those residents fronting the river), Sutton Court Road (part) and Thames Road (part).

The remaining roads consulted have provided a majority response indicating either no or occasional parking issues and, in most instances, marginal support for or against the proposed CPZ.

A plan simplifying the consultation responses to question 2 (Would you support inclusion in a CPZ?) has been attached for ease of reference. Those roads where the majority response was in support of a CPZ are highlighted in green, those with majority opposition in red and those where there is marginal majority for or against the scheme are in yellow. It is also noted that no responses were received from residents of Grove Park Mews (Private), Huntingdon Gardens (Private), Loraine Road, Ranelagh Gardens (Private), Redcliffe Gardens (Private), Station Approach Road and Staveley Road (between Burlington Lane and Great Chertsey Road). The distribution list has been reviewed and includes these roads, therefore, it is difficult to explain the lack of response.

It is noted that the respondents from the private (unadopted) roads have not been supportive of the proposals and this could be attributed to the Council's initial proposals to prevent residents of these roads being eligible for permits in the event of a CPZ being introduced.

In relation to the possible operational times of any potential CPZs, the results of the consultation indicated initial support for a Monday-Friday scheme albeit with some support for a Monday-

Sunday operation whilst a preference for either split day (10-11am & 5-6pm) or part day (10am-2pm and 11am-2pm) operational hours.

Following analysis of the consultation responses, a meeting was held with your local councillors to discuss the results and the following has been agreed:

- J That a 'detailed design' consultation be progressed for the 'Riverview area', consisting of Ernest Gardens, Grove Park Gardens, Grove Park Road (excluding the east to west arm), Grove Park Terrace, Hartington Road (North of the east to west arm of Grove Park Road), Herbert Gardens, Kinnaird Avenue, Magnolia Road, Loraine Road, Riverview Grove, Riverview Road and Thames Road, due to the level of support for parking controls received during the preliminary consultation stage;
- J That a 'detailed design' consultation be progressed for the 'Chiswick Station area, consisting of Bolton Road, Cavendish Road, Coniston Close, Devonshire Gardens, Grove Park Road (east to west arm), Hartington Road (excluding the length north of the east to west arm of Grove Park Road), Spencer Road, Station Approach Road, Station Gardens, The Lindens and Windrush Close, due to the partial support received during the preliminary consultation stage and the potential adverse impact if a CPZ were to be introduced in the surrounding area;
- J That a 'detailed design' consultation be progressed with residents and businesses of Burlington Lane, Russel Kerr Close, Sutton Court Road (part) and Wilmington Avenue, to determine whether there is support for inclusion in the existing Grove Park CPZ;

Whilst it is appreciated that responses from the Chiswick Station 'area' did not indicate overwhelming support for a CPZ, it was agreed that further consultation should be undertaken to ascertain if there is clearer support for parking controls particularly in light of the favourable responses received from the adjacent 'Riverside' area.

During discussions with local ward councillors it has also been agreed that, should a CPZ be introduced, those residents living in private (unadopted) roads within the CPZ boundary be granted permit eligibility due to the limited demand for on-street parking anticipated from these locations, with the exception of any development which is restricted from applying for permits in accordance with a condition included as part of the planning approval.

The full report and results of the consultation can be viewed via:

<https://democraticservices.hounslow.gov.uk/ieListDocuments.aspx?CId=622&MId=9876&Ver=4>

If you have any difficulties accessing these documents, please contact the Parking Management Team via the details shown at the top of this letter.

In light of the decisions taken, this letter also commences the 'detailed design' consultation stage for the respective areas identified above. Attached with this letter is a plan showing the scheme design for your respective area along with a questionnaire seeking your views on the specific proposed CPZ area your road is located in.

Before completing your questionnaire, please review the attached information on how CPZs work and the costs involved.

We would welcome your comments and feedback on the design proposals, which can be submitted via our online survey by 2 January 2019 at: www.hounslow.gov.uk/consultations

Finally, as some of you may be aware, the Council have recently proposed the introduction of 'junction protection' (implementation of double yellow lines at road junctions) to improve visibility for all users and to increase general safety for vehicle users and pedestrians alike. A formal statutory consultation has been carried out whereby a Traffic Management Order was advertised on 21 September 2018, reference TMO/PO12/18, proposing 'no waiting at any time' restrictions at those locations where restrictions are not currently in operation. The consultation closed on 19 October 2018 and a number of objections have been received which are currently being reviewed.

Whilst in discussions with Councillors, it was agreed that the introduction of any 'junction protection' be delayed until the outcome of the CPZ consultation exercise is known.

Thank you for taking the time to participate in this and the previous 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 the letter.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Anayd S.", written in a cursive style.

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 – either single or double) would be placed everywhere else where parking would not be permitted during the times when 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 not have any signs or bay markings within them, except possibly for a few repeater plates.

Signs at the entrance to the street will indicate that parking is for permit holders only past this point (PHOFTP). 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 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 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. 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 residents' or shared use bays. However, someone must be in attendance at all times to avoid a parking ticket.

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

Residents' permit 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 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 cannot park off-street and have to park on-street during the operational hours of the scheme may use Visitor Permits if they wish to park on street. Visitors can park in residents' permit bays during the hours of control provided a valid visitor permit is displayed in their vehicle. 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 residents' bays, or by short term visitors to the area who buy a 'pay and display' ticket at an on-street machine. Permits have to be displayed whilst parked in these bays.

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 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 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.

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