Dear Sir / Madam,

Shire Horse Way ‘Area’, Isleworth
Proposed Controlled Parking Zone (CPZ) Preliminary Consultation

I am writing in reference to a petition submitted to Hounslow Council in 2017 requesting the introduction of parking controls in Shire Horse Way and surrounding roads in response to indiscriminate and obstructive parking that has been occurring. The petition also indicated that the increased volume of non-residential parking in the roads had reportedly increased difficulties for local residents and their visitors.

In response to that petition, the council introduced additional “at any time” double yellow lines to prevent obstructive parking at various locations within the area. However, whilst these restrictions appear to have reduced the occurrences of obstructive parking, the recent introduction of the Linkfield Road ‘area’ CPZ has reportedly increased the demand for parking in the unrestricted areas in Shire Horse Way and surrounding roads.

In light of these ongoing concerns and complaints, the council are now undertaking consultation with local residents regarding the possible introduction of a CPZ in Clydesdale Close, Draymans Way, Malting Way, Pankhurst Close, Percheron Close and Shire Horse Way.

It should be noted that the CPZ proposals only extend to the adopted public highway and not private parking areas or bays. A plan is attached to this letter identifying the proposed extent of the CPZ and the layout (location of parking bays, yellow lines, etc.) for the roads.

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 “Shire Horse Way Area Preliminary Consultation” online survey using the following link: www.hounslow.gov.uk/consultations

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.

This is your opportunity to have a say on whether you would like a CPZ to be introduced and I would strongly encourage you to respond even if you do not experience parking difficulties and/or are not in favour of a CPZ being introduced.
In addition to asking whether you would support the introduction of a CPZ, the consultation also seeks your views on the possible operational times of any potential CPZ. The options include Monday-Friday controls with or without Saturday and/or Sunday along with variety of operating hours for your consideration. The operating hours include both part day times, e.g. 9-11am, split day times, e.g. 9-11am & 5-7pm, and full day times, e.g. 9-30am-6pm. A brief explanation of the purposes of these times is detailed in the attached information pages.

Should a CPZ be introduced in your road, permit charges will be applicable and further details of these can also be found on the attached information pages. You should also be aware that the proposed Shire Horse Way ‘area’ CPZ would operate independently from any adjacent CPZ and, for example, would not be part of the Linkfield Road ‘area’ CPZ.

**If you are satisfied that you have sufficient information available, I would be grateful if you would complete the online survey by no later than 25 November 2019.**

The results of the consultation will be reported to your local ward councillors for consideration and you will be notified of the outcome in due course.

Yours faithfully

Andrew Nye
Senior Traffic Engineer (Parking Management)
Transport, Parking & 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.

Parked 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 (per household)

<table>
<thead>
<tr>
<th>Permit Type</th>
<th>1st Vehicle</th>
<th>2nd Vehicle</th>
<th>3rd Vehicle</th>
<th>4th Vehicle</th>
<th>5th and subsequent vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 month resident permit for a low-emission vehicle*</td>
<td>£0</td>
<td>£0</td>
<td>£0</td>
<td>£0</td>
<td>£0</td>
</tr>
<tr>
<td>12 month resident permit for a low-emission vehicle which is also a diesel**</td>
<td>£50</td>
<td>£50</td>
<td>£50</td>
<td>£50</td>
<td>£50</td>
</tr>
<tr>
<td>12 month resident permit for all other diesel vehicles</td>
<td>£130</td>
<td>£210</td>
<td>£290</td>
<td>£370</td>
<td>£450</td>
</tr>
<tr>
<td>12 month resident permit for all other vehicles</td>
<td>£80</td>
<td>£160</td>
<td>£240</td>
<td>£320</td>
<td>£400</td>
</tr>
</tbody>
</table>

*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

Operational Times

Part Day Operational Times, e.g. 9-11am
The intention of these operational hours is to remove all-day parking from, for example, business workers or commuters who typically arrive early in the day and remain for longer periods. These hours provide greater flexibility for residents’ visitors as valid permits will only be required for short durations. However, these times could also allow non-residential parking to occur in the road for sustained periods outside of the CPZ operational times.

Split Day Operational Hours, e.g. 9-11am & 5-7pm
These times operate in much the same way as part day operational times with the added intention of ensuring residents have priority parking in the early evening times if impacted by parking from nearby residential developments. Similar operational times operate in the adjacent Linkfield Road ‘area’ CPZ.

All Day Operational Times, e.g. 9-30am-6pm
‘All day’ operational hours are predominately used where short-stay parking, such as shopper parking, is the primary cause of concern. These hours ensure the zone is for use by residents’ and their visitors throughout the daytime. However, these times substantially reduce the flexibility in comparison to the other operational hours as visitor permits will be required throughout the daytime. ‘All day’ operational times could be extended to the early evening if there is reason for doing so.

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