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Our ref: RidgewayRoadDetailedDesign
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Dear Resident / Stakeholder

Parking in the Ridgeway Road 'area', Isleworth Controlled Parking Zone (CPZ) Detailed Design Consultation

In November 2017, we consulted residents and businesses in the Ridgeway Road / College Road area of Isleworth on the introduction of a Controlled Parking Zone (CPZ).

As shown in the attached consultation summary, the majority of respondents support a CPZ in the Ridgeway Road 'area', with the preferred days of operation being Monday - Friday. Your local ward councillors have agreed to progress the proposals to the detailed design stage, broken down into three areas:

- Area 1) Ridgeway Road (RR) CPZ area** – to include College Road (north of nos. 20b and 25), Ridgeway Road (between College Road and Church Road), Borough Road, Osterley Crescent, Highfield Road and Musgrave Road;
- Area 2) Thornbury Avenue (TA) CPZ Extension** – to include Church Road (between Osterley Road and Ridgeway Road) and Ridgeway Road (between Church Road and the A4); and
- Area 3) Thornbury Avenue (TA) or Spring Grove (SG) CPZ Extension** – to include Osterley Road (between The Grove and Church Road) and Aplin Way.

Plans showing the scheme designs have been included with this letter, along with a questionnaire seeking your views on the specific CPZ area your road is located in.

Regarding the Ridgeway Road 'area', it has been noted that respondents of Borough Road, Highfield Road and Osterley Crescent did not fully support the introduction of parking controls during the initial consultation. However, we are consulting these roads, as displaced parking could otherwise affect them if a CPZ were introduced in College Road and Ridgeway Road.

Please be aware that residents of the former Brunel University site (Academy Place, Lancaster House and 120 Wood Lane) will be ineligible to apply for CPZ permits due to a planning condition agreed when planning permission for the development was granted.

The proposed extension of the Thornbury Avenue 'area' CPZ, to take in sections of Church Road (east of Osterley Crescent) and Ridgeway Road (north of Church Road), has been recommended due to the support received from respondents in these roads for similar

restrictions to those in the Thornbury Avenue 'area' CPZ. The current hours of operation for the Thornbury Avenue CPZ are Monday-Friday 10 am-12noon.

The third area relates to Aplin Way and Osterley Road (south of Church Road), where residents are being given the option of being included in either the Thornbury Avenue (TA) CPZ or the Spring Grove (SG) CPZ. This is due to concerns that displaced parking could cause parking issues in these roads if CPZs are introduced in neighbouring roads. The proposed CPZ does not extend to Deborah Close, Meadowbank Close or St Andrew's Close, as these are private, unadopted roads, although residents will be eligible for parking permits if a CPZ is progressed. The operational times of the Thornbury Avenue CPZ are Monday-Friday 10am-12noon and those for the Spring Grove CPZ are Monday-Friday 9.30am-5.30pm.

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

I would be grateful if you would return the completed questionnaire by 5th November 2018 in the pre-paid envelope provided. Alternatively, you can access all these materials including an online version of the questionnaire at: www.hounslow.gov.uk/consultations

Thank you for taking the time to participate in this consultation. Should you have any questions, please email traffic@hounslow.gov.uk and we will respond as quickly as possible.

Yours faithfully,

Martin Hempell

Parking Management, Traffic and Transport, London Borough of Hounslow

Ridgeway Road 'area' Proposed Controlled Parking Zone Initial Consultation Summary

Q1. Residents were asked whether they are in favour of the introduction of a CPZ in the Ridgeway Road 'area' and the responses given by respondents summarised in the table below:

Street name	No. of properties	No. of responses	Q1. Are you in favour of a CPZ?					
			Yes			No		
			No. of responses	% of responses	% of properties	No. of responses	% of responses	% of properties
Aplin Way	65	11	10	91%	15%	1	9%	2%
Borough Road	29	18	8	44%	28%	10	56%	34%
Borough Road (Academy Place)	175	37	2	5%	1%	35	95%	20%
Borough Road (Lancaster House)	74	7	1	14%	1%	6	86%	8%
Church Road	15	4	4	100%	27%	0	0%	0%
Church Road (Thornbury Court)	24	5	3	60%	13%	2	40%	8%
College Road	72	40	27	68%	38%	13	33%	18%
Deborah Close	26	6	4	67%	15%	2	33%	8%
Great West Road	2	0						
Highfield Road	26	17	6	35%	23%	11	65%	42%
Meadowbank Close	17	2	2	100%	12%	0	0%	0%
Musgrave Road	4	1	1	100%	25%	0	0%	0%
Osterley Crescent	25	12	5	42%	20%	7	58%	28%
Osterley Road	24	4	1	25%	4%	3	75%	13%
Ridgeway Road	53	36	31	86%	58%	5	14%	9%
St. Andrews Close	16	6	3	50%	19%	3	50%	19%
Unaddressed responses		13	6	46%		7	54%	
TOTALS	647	219	114	52%	18%	105	48%	16%

Q2. Consultees were asked whether they would prefer to be included in a new CPZ or an existing one. The responses to this question are summarised in the table below.

Street name	Q2. If a CPZ were introduced, would you support inclusion in an existing CPZ or a new CPZ on the roads consulted?							
	Extg Spring Grove		Extg Thornbury Ave		New CPZ		No response	
	No. of responses	% of responses	No. of responses	% of responses	No. of responses	% of responses	No. of responses	% of responses
Aplin Way	7	64%	2	18%	0	0%	2	18%
Borough Road	5	28%	2	11%	8	44%	3	17%
Borough Road (Academy Place)	1	3%	6	16%	14	38%	16	43%
Borough Road (Lancaster House)	1	14%	3	43%	1	14%	2	29%
Church Road	0	0%	2	50%	1	25%	1	25%
Church Road (Thornbury Court)	4	80%	1	20%	0	0%	0	0%
College Road	12	30%	4	10%	21	53%	3	8%
Deborah Close	1	17%	3	50%	1	17%	1	17%
Great West Road								
Highfield Road	2	12%	6	35%	5	29%	4	24%
Meadowbank Close	1	50%	0	0%	1	50%	0	0%
Musgrave Road	0	0%	0	0%	0	0%	1	100%
Osterley Crescent	4	33%	1	8%	3	25%	4	33%
Osterley Road	1	25%	1	25%	2	50%	0	0%
Ridgeway Road	16	44%	7	19%	12	33%	1	3%
St. Andrews Close	1	17%	1	17%	2	33%	2	33%
Unaddressed responses	1	8%	4	31%	4	31%	4	31%
TOTALS	27	12%	23	11%	30	14%	17	8%

Q3. Residents were also asked which hours they would prefer a CPZ to operate and they were provided with the options of full-day operation, part-day operation or two split-day operation options. These options were designed to allow residents to identify the type of restrictions they feel are most appropriate to address parking issues in the area. The responses to this question are provided in the table below.

Q3. If a CPZ were introduced what times would you like the CPZ to operate?										
Street name	All day eg 9.30am-5.30pm		Part day eg 10am-12noon		Split day 10am-noon & 2-4pm		Split day 9-11am & 4-6pm		No response	
	No. of responses	% of responses	No. of responses	% of responses	No. of responses	% of responses	No. of responses	% of responses	No. of responses	% of responses
Aplin Way	5	45%	2	18%	1	9%	1	9%	2	18%
Borough Road	3	17%	1	6%	2	11%	2	11%	10	56%
Borough Road (Academy Place)	2	5%	7	19%	1	3%	2	5%	25	68%
Borough Road (Lancaster House)	1	14%	1	14%	0	0%	0	0%	5	71%
Church Road	0	0%	1	25%	1	25%	1	25%	1	25%
Church Road (Thornbury Court)	3	60%	1	20%	1	20%	0	0%	0	0%
College Road	10	25%	11	28%	10	25%	0	0%	9	23%
Deborah Close	2	33%	0	0%	0	0%	0	0%	4	67%
Great West Road	0		0		0		0		0	
Highfield Road	2	12%	6	35%	3	18%	0	0%	6	35%
Meadowbank Close	1	50%	1	50%	0	0%	0	0%	0	0%
Musgrave Road	1	100%	0	0%	0	0%	0	0%	0	0%
Osterley Crescent	4	33%	1	8%	1	8%	0	0%	6	50%
Osterley Road	0	0%	2	50%	0	0%	0	0%	2	50%
Ridgeway Road	21	58%	4	11%	4	11%	1	3%	6	17%
St. Andrews Close	1	17%	1	17%	1	17%	0	0%	3	50%
Unaddressed responses	2	15%	3	23%	1	8%	1	8%	6	46%
TOTALS	58	26%	42	19%	26	12%	8	4%	85	39%

Q4. Residents were also asked which days they would prefer a CPZ to operate. The responses to this question are shown in the table below.

Q4. If a CPZ were introduced, what days of operation would you support?						
Street name	Mon-Fri		Mon-Sat		No response	
	No. of responses	% of responses	No. of responses	% of responses	No. of responses	% of responses
Aplin Way	6	55%	4	36%	1	9%
Borough Road	6	33%	3	17%	9	50%
Borough Road (Academy Place)	10	27%	3	8%	24	65%
Borough Road (Lancaster House)	2	29%	1	14%	4	57%
Church Road	2	50%	1	25%	1	25%
Church Road (Thornbury Court)	4	80%	1	20%	0	0%
College Road	28	70%	5	13%	7	18%
Deborah Close	1	17%	2	33%	3	50%
Great West Road	0		0		0	
Highfield Road	11	65%	0	0%	6	35%
Meadowbank Close	0	0%	1	50%	1	50%
Musgrave Road	0	0%	1	100%	0	0%
Osterley Crescent	5	42%	1	8%	6	50%
Osterley Road	2	50%	0	0%	2	50%
Ridgeway Road	28	78%	3	8%	5	14%
St. Andrews Close	3	50%	0	0%	3	50%
Unaddressed responses	5	38%	2	15%	6	46%
TOTALS	113	52%	28	13%	78	36%

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 (PHOPTH). 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