

**Mark Frost, Head of Traffic, Transport & Environmental Strategy**

OWNER / OCCUPIER

«Address1»

«Address2»

«Address3»

«Address4»

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

**Your contact is:** Andrew Nye

**Direct Line:** 020 8583 3322

**E-Mail:** traffic@hounslow.gov.uk

**Our ref:** ThornburyExtCPZ/DetailedDesign

**Date:** 11 February 2019

Dear Sir / Madam

**Kilberry Close, Moreton Avenue, Oakley Close, St Christopher's Close and Thornbury Road (part), Isleworth – Proposed Controlled Parking Zone (CPZ) Detailed Design Consultation**

Following the recent introduction of the Burlington Road (BR) area and Thornbury Avenue (TA) area CPZs, the Council have received an increasing number of complaints from local residents regarding indiscriminate and obstructive parking in the remaining 'uncontrolled' roads identified above. This has culminated in a petition being submitted by local residents requesting the introduction of parking controls to remove the 'all-day', non-residential parking being reported.

As a result of these complaints and subsequent petition, and following discussion with your local ward councillors, it has been agreed that the Council undertake a 'detailed design' consultation with residents of the above referenced roads to assess the extent of support for parking controls. This letter, therefore, initiates the start of the consultation process.

Listed below and overleaf is information on CPZs generally, as well as this scheme specifically, which may provide a greater understanding of the proposals. A plan showing the proposed scheme layout is also attached and I would encourage you to review both the information and plan before submitting views regarding the proposed scheme on the attached questionnaire or via the online survey referenced overleaf.

As the cluster of roads are located on the periphery of the existing TA CPZ (to the north) and BR CPZ (to the south-west), officers are consulting on the possible inclusion in one of these CPZs as opposed to the introduction of a new, standalone scheme. Both CPZs currently operate between Monday-Friday, 10am – noon and, if your road was to be included in one of these CPZs, your permit would allow you to park in the appropriate bays in any other road included in that CPZ.

Plans showing the extent of the scheme design and proposed location of parking bays and yellow lines have been included in this letter, along with a questionnaire seeking your views. Where practicable, the CPZ design could be altered to accommodate the specific requests of residents.

As part of the proposed scheme design, parking in the Kilberry Close, Moreton Avenue, Oakley Close and St Christopher's Close will be classified as 'permit holders only past this point' (PHOFTP) parking. This approach is generally confined to 'no through roads' or areas where vehicular movement is low, and significantly reduces the need to mark designated parking bays or yellow lines whilst also substantially reducing the signage requirements in these roads. A nearby example of this approach is Vincent Road off Eversley Crescent.

This 'PHOFTP' approach allows residents and their visitors to park in a manner they consider to be appropriate and should ensure the parking provisions available are maximised. The Council are,

however, proposing the introduction of double yellow lines as indicated on the attached plan to prevent obstructive and potentially dangerous parking. It should be noted that, if the CPZ receives majority support and is introduced, vehicles parked on the public highway in these 'PHOFTP' roads would still be required to display a valid permit during the operational times of the scheme.

It should be highlighted that areas classified as private, located in Kilberry Close, Moreton Avenue, Oakley Close and St Christopher's Close, are not included within the proposed CPZ as Hounslow Council does not have the authority to introduce parking controls on these sections of land.

If the scheme is introduced, parking bays and yellow lines will be marked on Thornbury Road (similar to those marked to the north and south of the current unrestricted section) which clearly identifies that parking bays are for use by those displaying a particular type of permit during the operational times.

Residents who have blue badges are eligible to park in on-street shared use and permit holder bays (except where controlled signs state otherwise) without displaying a residents' parking permit.

Before completing the questionnaire, please assess the plan and review the attached information which provides information on how CPZs work and the costs involved. **I would be grateful if you would return the completed questionnaire by 11 March 2019** at the latest in the pre-paid envelope provided (no stamp required). Alternatively, if you prefer, you can complete the questionnaire online via:

<https://haveyoursay.hounslow.gov.uk/>

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 Traffic & Transport Service via the details shown at the top of this letter.

Yours faithfully,

Andrew Nye  
Parking Management  
Traffic & 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. It is highly recommended that blue badge should not park on double yellow lines.

## 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.

## Resident Permit Charges

	1 <sup>st</sup> Vehicle	2 <sup>nd</sup> Vehicle	3 <sup>rd</sup> Vehicle	4 <sup>th</sup> Vehicle	5 <sup>th</sup> 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 Nannies. 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](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 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

Website: [www.hounslowhighways.org](http://www.hounslowhighways.org)