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Proposed Controlled Parking Zone

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**Our ref:** NorthumberlandEstateWestArea/CPZConsultation

**Date:** 7 July 2017

Dear Sir / Madam

**Northumberland Estate West 'Area', Isleworth  
Proposed Controlled Parking Zone Initial Consultation**

Hounslow Council's Traffic Team have received complaints and petitions from residents and comments from ward councillors regarding obstructive and indiscriminate parking occurring in roads in the area west of Quakers Lane in Isleworth, which is reportedly being caused by non-residential parking. These complaints have resulted in some residents requesting the introduction of a controlled parking zone (CPZ).

The extension of the Syon Lane Station CPZ has meant that the on-street parking by users of the station and employees from local companies that used to occur within the extended CPZ area is likely to have been displaced to other nearby streets, reducing daytime parking availability for residents. Roads that are likely to be affected include Roxborough Avenue, Northumberland Avenue, Harewood Road, Albury Avenue, Campion Road, Parkwood Road, Downs View, Hartham Road, Deepwell Close, Langley Road and part of London Road.

In response to residents' concerns, the Council are now commencing an informal consultation with residents to determine whether there is wider support for the introduction of parking controls in the Northumberland Estate West and Hartham Road areas. The consultation therefore relates to the proposed introduction of new CPZ restrictions incorporating all roads included in the consultation area. The exact boundaries and timings of any restrictions will be determined at the detailed design stage, and this will be followed by a further consultation with residents.

The consultation presents options relating to the proposed restriction times for a new CPZ. These could be either part-time (e.g from 10am-12pm), split-time (e.g. 9-10am & 3-4pm) or all-day (e.g. 9am-6pm). The choice of times will have an impact on the type of parking activity that takes place and the Council asks that residents give careful consideration to which times would best serve the interests of residents and their visitors.

This consultation is an opportunity for you to have your say and to make comments about the proposal. The results of the consultation will determine whether changes to the proposal need to be considered or whether the proposals should be withdrawn.

Before completing the attached 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 return the completed questionnaire by 4 August 2017** at the latest in the pre-paid envelope provided (no stamp required). Alternatively, the survey can be completed online via: <https://www.surveymonkey.co.uk/r/NorthumberlandEstateWest>

The results of the consultation will be reported to your local ward councillors and you will be notified in writing of the outcome of the consultation and any future action. If the scheme is progressed, officers will produce a detailed design for the CPZ scheme and consult with you again prior to introduction of the scheme.

Yours faithfully,

Martin Hempell  
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.

In some instances, the Council may propose 'permit holder only past this point' in certain areas which removes the need for road markings (parking bays and yellow lines) and a large proportion of the signage that would otherwise be required. This approach is intended to allow residents to maximise the available parking space without creating obstructions or compromising safety for other road users and pedestrians. This approach is predominantly restricted to cul-de-sacs or roads with a high number of dropped kerbs and limited through traffic.

### **How do Controlled Parking Zones Work?**

CPZs work by ensuring that only vehicles with valid permits are allowed to park in designated bays 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 20 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.
- The scheme does 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 (e.g. a neighbour may choose to park partly across your driveway even though they should not). The occasional exception is made in roads where the ‘permit holder only past this point’ signs are proposed and, as no parking bay markings would be provided, residents would be entitled to park across their own driveways.

### **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.

#### **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.

#### **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.

### **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.

### **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.

### **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 deter 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.

### **Permit Charges**

(with effect from 1 April 2016)

Residents’ permits:	£80 per year for 1 <sup>st</sup> vehicle, £133 per year for 2 <sup>nd</sup> vehicle, £220 per year for 3 <sup>rd</sup> vehicle.
Business Permits:	£506.25 for a Commercial Business permit each £753.75 for a Private Business permit each
Change of vehicle/refund:	£20 admin charge
Replacement (lost permit):	£20 admin charge

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](http://www.hounslow.gov.uk/index/transport_and_streets/parking.htm)

Please be aware that permit prices are subject to change. At the time of consultation it can be confirmed that the council intends to consult in summer 2017 on reducing permit prices for low emission vehicles, and introducing a surcharge for Diesel vehicles in order to help incentivise a move towards less polluting cars in order to improve air quality. Increases to permit charges for the second or subsequent vehicles owned by one household are also being considered.

### **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](mailto:Enquiries@hounslowhighways.org)

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