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**Your contact is:** Amarpal Soor  
**Direct Line:** 020 8583 3322

**E-Mail:** [traffic@hounslow.gov.uk](mailto:traffic@hounslow.gov.uk)

**Our ref:**

**Your ref:**

**Date:** 9 January 2017

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Dear Sir or Madam

**Riverside Ward Controlled Parking Zone (CPZ) Consultation  
Area 2 – Re-Consultation Results and Further Design Consultation**

In September 2016 we re-consulted on introducing a CPZ in yours and surrounding streets (Area 2) and I now write to advise of the consultation results and subsequent decision taken by your councillors at the Chiswick Area Forum.

**Consultation Results**

A total of 386 residents responded to the consultation, a response rate of 35%. This is similar response rate to the initial consultation of November 2015 and higher than normal for a consultation of this kind. Of these 386 residents, 202 (52%), answered that 'Yes', they were in favour of their road becoming a CPZ.

During the initial consultation only 2 of the 18 roads consulted within Area 2 recorded in excess of 60% support for a CPZ. However, this level of support has increased to 9 out of 18 roads (50%) in this reconsultation. The attached table and heat maps from Appendix A of the May 2016 Report, compare the consultation results of September 2015 and March 2016 and indicate that those roads closest to the Great West Road (A4) are more in favour of a CPZ than those further away in the east.

While it would be possible to progress a 'part' CPZ reflecting this geographical split, this would likely lead to displacement parking and increased on-street parking stress in roads excluded from the CPZ. Consequently, Councillors agreed at the May Area Forum meeting to allow officers to progress to a detailed design consultation on a new CPZ for all roads within Area 2.

Full details of the consultation responses and report can be found on the Council's website at the following link

<http://democraticservices.hounslow.gov.uk/ieListDocuments.aspx?CId=574&MId=8897&Ver=4>

**Design Consultation**

The purpose of this detailed design consultation is to give residents and businesses the opportunity to consider the Councils' detailed design proposals. Please find attached plans showing the proposed location of parking bays and yellow line waiting restrictions within your road. These plans can also be viewed at a larger scale on the Council website on the Consultations page.

Since the CAF meeting in May 2016, Hounslow Housing have approved the introduction of more formalised parking on its estates and, as a result, the current detailed design also includes proposals for Deans Court and St Thomas Road.

The attached guidance notes contain information relating to the proposed bay layout and also include some text on the advantages and disadvantages of different operational hours, for as part of this current consultation, we will again be asking you for your preferred days and hours of control. The days and times are for you to decide.

Before completing the questionnaire, please assess the plans and review the attached information which also provides a reminder on how CPZs work and the costs involved.

I would be grateful if you would return the attached questionnaire in the envelope provided (no stamp necessary) by **Friday 3 February 2017**. Alternatively, if you prefer and to save the Council postage costs, you can complete the questionnaire online at:

<https://www.surveymonkey.co.uk/r/Area2Design>

### **What happens next?**

The results of the consultation will reported to your local councillors for them to make a decision on the way forward.

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 me.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Amarpal Soor', written in a cursive style.

Amarpal Soor  
Team Leader - Parking Management  
London Borough of Hounslow

Area 2 Riverside - Consultation Comparison

APPENDIX A														
Street name	SEPTEMBER 2015							MARCH/APRIL 2016						
	No. of Responses	In favour of CPZ?						No. of Responses	In favour of CPZ in light of CAF decisions?					
		Yes	No	No reply		Yes	No		No reply					
<b>Burnaby Crescent</b>	7	2	29%	5	71%	0		7	5	71%	2	29%	0	
<b>Burnaby Gardens</b>	27	10	37%	17	63%	0		36	20	56%	15	42%	1	2%
<b>Compton Crescent</b>	13	2	15%	11	85%	0		15	5	33%	10	67%	0	
<b>Deans Close</b>	6	1	17%	5	83%	0		4	1	25%	3	75%	0	
<b>Falcon Close</b>	3	1	33%	2	67%	5		5	1	20%	4	80%	0	
<b>Fauconberg Road</b>	26	3	12%	23	88%	0		21	5	24%	16	86%	0	
<b>Florence Gardens</b>	1			1	100%	0		4	0		4	100%	0	
<b>Gordon Road</b>	13	2	15%	11	85%	0		15	9	60%	6	40%	0	
<b>Grove Park Terrace</b>	21	2	10%	18	86%	1	4%	24	12	50%	12	50%	0	
<b>Harvard Hill</b>		0		0		0		1	1	100%	0		0	
<b>Hazledene Road</b>	23	12	52%	11	48%	0		35	27	77%	8	23%	0	
<b>Nightingale Close</b>	2	0		2	100%	0		1	1	100%	0		0	
<b>St Marys Grove</b>	49	20	41%	29	59%	0		51	33	65%	18	35%	0	
<b>St Thomas Road</b>	33	5	15%	28	85%	0		27	5	19%	22	81%	0	
<b>Sutton Court</b>	n/a	-	-	-	-	-	-	46	7	15%	38	83%	1	2%
<b>Whitehall Gardens</b>	16	5	31%	11	69%	0		18	14	78%	4	22%	0	
<b>Whitehall Park Road</b>	31	11	35%	20	65%	0		38	25	66%	13	34%	0	
<b>Wolseley Gardens</b>	36	22	61%	13	36%	1	3%	38	31	82%	7	18%	0	
<b>TOTALS</b>	<b>307</b>	98	32%	207	67%	2	1%	<b>386</b>	<b>202</b>	<b>52%</b>	182	47%	2	1%

## **Controlled Parking Zone Notes**

### **What is a Controlled Parking Zone (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 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 and double yellow lines.

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.

### **Proposed Draft Design**

The majority of the proposed CPZ will be marked as a traditional CPZ. Kerb space will either be marked out by parking bays, where it is safe to park and single yellow lines (across dropped kerbs) or double yellow line waiting restrictions, mostly at junctions, where it is not.

Due to the relatively 'quieter' nature of roads such as Compton Crescent, Hazledene Road, Nightingale Close and Whitehall Gardens (south of Gordon Road), it is proposed to introduce 'permit holder only past this point' (PHOFTP) parking. This will allow residents to park in the positions you think appropriate, including across your own dropped kerb. Bays will not be marked on the road but yellow line waiting restrictions will show where parking is not permitted.

PHOFTP parking is also proposed on the Housing Estate areas in Deans Court and St Thomas Road.

Narrow 50mm yellow line waiting restriction will be used within the proposed CPZ boundary and wherever possible new posts and signs will be kept to a minimum by using existing street furniture. It is hoped that the combination of these measures together with reduced signing and absence of all but essential road markings required for PHOFTP parking, should help to reduce some residents' concerns about the visual impact of a parking scheme within this area.

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

The majority of bays have been proposed as resident permit holder only bays for use by residents and their visitors. When parking in these bays vehicles should display a valid parking permit. Only residents of the zone will be eligible for parking permits.

A smaller number of permit holder only bays (resident and business permit holders only) are proposed adjacent to business premises in Grove Park Terrace, Fauconberg Road and Hazledene Road.

To provide parking for customers to shops on Fauconberg Road it is proposed to provide short stay 'stop and shop' bays similar to those operating at other location across the borough. Parking in these bays will be 'Free' for the first 30 minutes after which a charge will be payable through the use of a mobile phone.

To provide parking for occasional visitors for whom use of a visitor permit may not be appropriate, such as parents of children attending both The Falcons and Grove Parking Primary School, it is also proposed to provide 'cashless' shared-use resident/business permit and pay by phone bays in both Grove Park Terrace and St Thomas Road.

The proposed location of these bays is shown on the scheme plans but maximum length of permitted stay and no return period will depend on the operational hours chosen as a result of this consultation (n.b. maximum stay and no return periods ensure that non-residents are prevented from purchasing subsequent time periods often referred to as 'meter feeding'). A "no return period" would also apply to the proposed 'stop and shop' bays.

In part day CPZs such as the Grove Park CPZ, which operates Monday to Friday 10am-12Noon, paid for parking in shared-use bays is limited to a maximum stay of one hour, no return within one hour. However, in all day schemes such as other CPZs operating in Chiswick parking can be permitted for a mixture of 1, 2 or 4 hours depending on resident demand and the needs of adjacent businesses.

## **Operational hours**

These are the days and times the CPZ will operate. During these times the Council's parking enforcement contractor will visit the CPZ and will issue 'parking tickets' to vehicles not displaying a valid permit. So commuters will not be able to park in the area during these times.

In the September 2015 consultation 41% of respondents indicated a preference for 'part day' operational hours of Monday to Friday 10am – 12Noon if a CPZ were to be introduced. Although residents were not asked for their views on operational hours during the most recent consultation, several respondents again reiterated their support for shorter controls.

'Part-day' schemes, have the advantage of preventing long-term parking, offer less restrictions on residents and their visitors than 'all day' controls and work well around rail/tube stations. However, reduced hours can encourage short term parking by non-residents outside the operating times, including residents of adjacent streets where longer hours of restriction are in operation such as to the north of the A4 Great West Road or where parking is limited. As a result of this, residents returning from work later in the afternoon may find less available parking in their street.

Please be aware that if a 'part day' scheme were to be implemented in your road it is likely that it would be treated as a new CPZ rather than an extension to the Grove Park CPZ, in line Central Government guidance on size and signing of CPZs.

Consequently your resident parking permit for the new CPZ would not allow you to park in roads within the adjacent Grove Park CPZ such as Elmwood Road and Sutton Lane South.

Geographically and to increase provision of available on-street parking space, it is possible that, if a new 'part day' CPZ is supported in Area 2, Elmwood Road and Sutton Lane South could, due to their location be relocated from the existing Grove Park CPZ into the new CPZ.

Officers consider that this is a sensible option. However, such a change would be subject to the majority of Area 2 residents indicating support for a Monday to Friday 10am – 12Noon scheme as per that current Grove Park CPZ and further consultation with residents of both Elmwood Road and Sutton Lane South confirming that they would be happy to agree to such a change.

### **Permit charges (current as of May 2016)**

Residents' permits:           £80 per year for 1st vehicle,  
  £133 per year for 2nd vehicle,  
  £220 per year for 3rd vehicle.

Other charges:-

Change of vehicle/refund:   £20 admin charge

Replacement (lost permit): £20 admin charge

Business Permits           £506.25 for each Commercial Business permit  
  £753.75 for each Private Business permit each

n.b. 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.

Other charges:-

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 one hour's parking. Parking for your visitors will therefore cost 75p per hour.

Carer/Medical Permits:   £67.50 per year.  
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/parking\\_permits.htm](http://www.hounslow.gov.uk/index/transport_and_streets/parking/parking_permits.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

Email: [Enquiries@hounslowhighways.org](mailto:Enquiries@hounslowhighways.org)

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