BRIEFING NOTE

1. Recommendations

That Members:-

(a) Note the results of the controlled parking zone (CPZ) detailed design consultation and agree to allow officers to progress to formal statutory consultation on a new CPZ for Cromwell Road, Kings Road and Queens Road operational Monday to Friday 9am – 5pm as amended in Appendix B; and

(b) Agree the formalisation of the footway parking arrangements along Hanworth Road;

(c) Agree that all residents of this current consultation be advised of the consultation’s results and the decision of the Area Forum.

2. Background

2.1 In January/February 2015 the Council undertook an initial informal consultation to assess support for a Controlled Parking Zone (CPZ) in the Kings Road Area of Feltham comprising Cromwell Road, Kings Road, Queens Road and the north-eastern side of Hanworth Road.

2.2 The results of this consultation showed, that with the exception of Hanworth Road, the majority of respondents from other three roads supported the introduction of a CPZ.

2.3 As a result, at the March 2015 meeting of the Bedfont, Feltham and Hanworth Area Forum approval was given for officers to progress to a detailed design CPZ consultation. After discussion with the local ward members it was decided to informally consult the residents of the roads south west of Hanworth Road (Alfred Road, Ashfield Road, Cardinal Road, Camden Avenue, Danesbury Road and Florence Road) on whether they would wish to be part of a CPZ, now knowing that the area north east of Hanworth Road was progressing to the second stage of consultations.

2.4 The informal consultation in the area south west of Hanworth Road was carried out in mid June and a 39% response was received. 78% of respondents were not in favour of becoming a CPZ and therefore it was agreed by members at the 17 September 2015 Area Forum that the CPZ should not be progressed further, but the design consultation for the area north east of Hanworth Road continue to be progressed.

2.5 However, before this design consultation could take place the November 2015 Area Forum requested a moratorium on parking schemes in Feltham. This moratorium was lifted in January 2016.
3. Design Consultation Results

3.1 The detailed design consultation, in the form of a letter, plans and questionnaire was undertaken in early March 2016 with consultation packs being delivered to a total of 200 properties.

3.2 Residents were asked to indicate if they were still in favour of their road becoming a CPZ and if they were happy with both the proposed operational hours and draft scheme design provided.

3.3 A pre-paid return envelope for completed questionnaires was provided with the consultation documents, although, residents were also offered the opportunity to respond to the consultation on-line.

3.4 By the closing date of 4 April 2016 and allowing for receipt of late responses up to and including 10 April 2016 given the Easter holiday period, a total of 84 responses had been received, 62 (75%) paper and 22 (25%) online, giving an overall response rate of 42% (n.b. a considerably higher response rate than usually received for parking consultations).

3.5 In addition, 5 responses were received without an address or from properties outside of the consultation area, all opposed to the CPZ. These have not been included for analysis.

3.6 In response to Question 1, overall 44 (52%) of the 84 respondents answered that ‘Yes’ they were in favour of their road becoming a CPZ. Road by road results are attached in Appendix A.

3.7 Of the four roads consulted, the respondents from Cromwell Road and Queens Road marginally supported a CPZ whereas Kings Road were marginally against a CPZ. However, all of the respondents from Hanworth Road were opposed to a CPZ.

3.8 Question 2 asked residents for their views on the proposed operational times of Monday to Friday 9am – 5pm, which had proved to be the most popular option during the initial 2015 consultation were a CPZ to be introduced.

3.9 Overall 36 (43%) of respondents said that they were happy with the proposed operational hours. However, of the 43 (51%) of respondents who answered No, the majority did not suggest alternative hours and of those who did there was no real consensus as to what the preferred hours should be.

3.10 Several respondents suggested that they also considered parking problems at the weekend and that maybe, due to the proximity of the station for use by day trippers, the CPZ should operate on a Saturday morning for a couple of hours.

3.11 Other respondents felt that as the non-resident parking problem was mainly all day commuter parking, shorter operational hours would be preferable and inconvenience residents and their visitors less.

3.12 In response to Question 3 regarding the scheme design support was relatively evenly split with 41 (49%) saying Yes, they were happy with the draft design and 40 (48%) saying No they were not. 3 respondents did not answer this question.

3.13 Comments made and suggested amendments to improve the scheme were mostly concerned with maximising parking provision for residents and included:
- Reducing the amount of shared-use parking bays
- Reducing the amount of yellow line waiting restrictions (single and double) particularly the single yellow line on the north-eastern side of the north-west to south east arm of Queens Road
- Request to park across driveways/existing white bar markings

**Shared-use parking bay provision**

3.14 Officers will consider residents requests and look to reduce the proposed shared-use parking along the side of the Telephone Exchange in Kings Road and convert all of the proposed shared-use parking on the north-eastern side of Queens Road along Harlington Road East to resident permit holder only bays. A plan of an amended scheme design reflecting these amendments is shown in Appendix >>

3.15 When designing a CPZ officers must balance the desire to provide as much on-street parking for residents and their visitors with road safety requirements.

3.16 Double yellow line ‘at any time’ waiting restrictions are usually only installed on bends and junctions with single yellow line waiting at all other locations where it is not possible to provide a parking bay.

3.17 The carriageway width of the north-west to south-east arm of Queens Road narrows at its south-eastern end. The resulting width is too narrow to allow parking on both sides of the road and also restricts access for large vehicles such as the emergency and waste collection services.

3.18 As a result, single yellow line waiting restrictions, operational as per the CPZ hours have been proposed at this location and it is not possible to agree to their removal and replacement with parking bays. However, overnight and at weekends this kerbspace would not be subject to the CPZ controls and would be available for residents and their visitors to park on if required.

**Parking in front of dropped kerbs**

3.19 The Council does not currently allow for parking across driveways in its CPZs, although some other authorities have permitted this.

3.20 In a CPZ, if a parking bay were to be installed across a driveway there is no mechanism available to the Council to reserve this space for the sole use of a particular householder and/or vehicle. As a result during the controlled hours any resident permit holder with a valid parking permit for that CPZ would be able to park in the bay without incurring the issue of a Penalty Charge Notice (PCN).

3.21 However, if a vehicle were to be parked in front of the dropped kerb outside of the operational hours without the permission of the resident this would be deemed to be an obstruction and enforcement could be requested to issue a PCN and/or remove the offending vehicle.

3.22 In addition, outside of the operational hours, if the CPZ were to be implemented and only operate Monday to Friday 9am – 5pm, overnight and on both Saturdays and Sundays residents and their visitors could, if necessary, continue to park in front of their own dropped kerbs.

3.23 It is likely that the Council will undertake a review of the CPZ around a year after implementation to review its operation and ask residents for suggestions as to how the
scheme could be improved. Provision of bays across driveways could be further investigated at this time.

3.24 Finally, it is also proposed in tandem with the CPZ proposals to formalise the footway parking arrangements along Hanworth Road, to guard against possible obstruction of off-street parking areas resulting from displaced commuter parking. Bays will be painted part on the footway and part on the carriageway and signed as a footway parking exemption. As these bays do not fall within the boundary of the adjacent proposed CPZ motorists it will not be necessary for residents and other motorists to pay to park in them.

3.25 It should be noted that all five respondents from Hanworth Road were opposed to the CPZ, although one respondent did request that parking bays should be marked-out as outlined in the preceding paragraph.

3.26 On 11 April 2016 a petition was handed in to the Civic Centre by a resident living within the consultation area. The petition prayer is as follows:

“Residents’ Parking Zone
We have received a notice from the council asking us if we want to a residents’ parking zone installed here. The advantages are said to be that fewer commuters would park here. We feel that the downside is that this will not guarantee a space for residents to park. There will be an additional charge for visitor’s tickets and once established, all charges are likely to rise before long.
If you wish to register a ‘No’ vote, please sign below…”

3.27 The petition contains 121 signatures representing a total of 104 properties, of which 89 fall within the proposed CPZ boundary, including the properties on the north-eastern side of Hanworth Road. The remaining 15 properties are located on the south-western side of Hanworth Road, which are not included within the current proposed CPZ boundary in light of the results of previous informal consultations with residents on parking issues in the area.

3.28 A comparison of the petition to the paper and electronic consultation responses has been undertaken and indicates that of the 89 represented properties 6 have also indicated support a CPZ in their road and 33 are opposed to a CPZ. The remaining 50 properties are not recorded as responding to this current consultation.

Officer comments

3.29 For some time the Council has received complaints from residents about daytime parking pressure in the Kings Road area. The problems have been identified by residents as commuters using the roads as ‘free’ parking for either travelling into Central London from the local railway station or to their place of work in Feltham town centre.

3.30 CPZs such as the scheme proposed in this consultation would effectively remove commuter and other all day non-residential parking from the area. As only vehicles with valid permits would be allowed to park in designated bays during the CPZ operational hours parking provision for residents and their visitors would increase.

3.31 There are approximately 162 properties in Cromwell Road, Kings Road and Queens Road and a further 38 properties on the north-eastern side of Hanworth Road.

3.32 The proposed scheme design, amended as requested, would provide on-street parking for a total of 192 vehicles, 169 permit holder only and 23 shared-use bays, all available
for use by residents. In addition, all x7 existing disabled persons parking bays would be retained, increasing the total to 199 spaces.

3.33 The ‘over-selling’ of space is an accepted practice operated by many local authorities. Given that it is unlikely that all permit holders will want to park on-street at the same time it is unusual for demand to outstrip supply.

3.34 Enabling all permit holders who wish to purchase a permit to do so, albeit that space to park is not guaranteed, is considered to be more equitable than other systems that may only sell up to the number of available spaces and then create waiting lists or exclude residents with off-street facilities from permit eligibility.

3.35 Since the initial consultation with residents in early 2015 all Council fees and charges, including permit costs, have been reviewed. As a result with effect from 1 April 2016 the costs of resident parking permits have increased, although business and visitor permits remained unchanged.

3.36 Secretary of State’s guidance advises that local authorities should, as a minimum have a permit charge which covers the cost of operating and enforcing the permit system. In addition, in line with the Council’s Credit Management Policy and Medium Term Financial strategy, charging arrangements for parking permits must meet the full costs of providing that service and include arrangements for income collection. It is also noted that the fees for resident permits in Hounslow are comparable, or lower, than those of most neighbouring authorities in London.

3.37 In light of the marginally in favour result, and the new Tilley Road Area CPZ situated west of Feltham Station which will come operational in mid June 2016 which may lead to further parking pressure in this area, it is recommended that officers should proceed to statutory formal consultation on the introduction of a CPZ scheme, the design amended as in Appendix Bin Cromwell Road, Kings Road and Queens Road, operational Monday to Friday 9.30am – 5.30pm.

3.38 It is also recommended that the Area Forum agree the formalisation of the footway parking arrangements along Hanworth Road. If the scheme is implemented, it is also recommended that a review of the scheme is undertaken after a year in which the residents will be given the opportunity to comment/change the operational hours effectiveness or otherwise of the scheme.

3.39 Residents are to be notified of the consultation results, and of this Forum’s decision.

BRIEFING NOTE ENDS