BRIEFING NOTE

1.0 Recommendations

1.1 That Members note that objections were received and not resolved to the proposed introduction of the North Street ‘area’ controlled parking zone (CPZ) and agree that:

a) Notwithstanding these objections, the controlled parking zone (CPZ) be progressed to implementation for Harcourt Close, Hartland Road, North Street, Silverhall Street and Swan Street (as shown in Appendix B) with operational times of Monday - Friday, 9.30am-5pm – noting the proposed amendment to the consulted scheme as set out in 3.9 of this report;

b) In response to the representations from those roads immediately outside of the proposed CPZ boundary, namely Church Street (part), Lower Square and Manor House Way, objecting to not being included in the scheme, officers progress the CPZ proposals in these roads to the formal (statutory) consultation process as identified at paragraphs 3.14 and 3.15;

c) Should Members approve recommendation 1.1b) and where possible, officers resolve any objections received to the formal (statutory) consultation and implement the scheme and, in the event of any objections remaining unresolved, agree that these objections be determined through Chief Officer Delegated Authority in consultation with the relevant Ward Councillors;

d) Those consulted be informed of the decisions.

2.0 Background

2.1 A consultation on introducing a Controlled Parking Zone (CPZ) across the area bounded by Twickenham Road, Park Road and South Street was carried out in November / December 2016. The feedback from the consultation indicated support for a controlled parking zone in some roads, broadly those around North Street and Church Street. Based on the feedback and discussions with the local ward members, a scheme for this area was progressed to detailed design and subsequently consulted on in May 2017.

2.2 The result of the detailed design consultation with the revised area was presented at a meeting of the Isleworth and Brentford Area Forum on the 28th September 2017 where it was agreed that, in light of the outcome of this consultation, the Council should progress the scheme to the formal (statutory) consultation stage with a further revised area. This area, which is shown at Appendix B, included Harcourt Close, Hartland Road, North Street, Silverhall Street and Swan Street.
2.3 It was agreed by councillors on the 28 September to include Swan Street in the proposed CPZ progressed to the formal (statutory) consultation to allow residents another opportunity to be re-consulted and possibly included in the proposed CPZ. The results from the detailed consultation suggested that there was insufficient support from the other roads consulted as part of the detailed design stage, and also for the Hounslow Housing controlled parking areas off Harcourt Road and Hartland Road to be included. It was agreed that should the scheme progress to implementation then these areas could be subject to review at a later time.

3.0 Formal (statutory) Consultation

3.1 In January 2018, the formal (statutory) consultation commenced for 21 days from the 19 January. This process included advertisements being placed in the local paper, the London Gazette and via notices in the roads proposed for inclusion in the CPZ. Copies of all relevant documentation was also uploaded to the Council website and available for viewing at the Civic Centre.

3.2 Residents of properties within the proposed new CPZ boundary as well as those located in the roads no longer proposed for inclusion in the CPZ were advised of this in advance by letter which also detailed how to make representations to the proposals.

3.3 Upon completion of the formal (statutory) consultation stage, a total of 31 objections had been received. These objections were received from a variety of those within the proposed CPZ, those located in roads that had been removed from the proposals and small number that have not identified an address. A summary of the objections received is included within this briefing note and further breakdown is included in Appendix A.

3.4 During the formal (statutory) consultation, a petition with 91 signatories was also received (http://petitions.hounslow.gov.uk/OldIsleworthCPZ) stating:

*We the undersigned petition Hounslow Council to Include Lower Square, Church Street and Manor House Way within the Proposed North Street CPZ Statutory Consultation.*

3.5 The petition also details that “we would request in the strongest possible terms that you reconsider your decision not to include Lower Square, Church Street and Manor House Way within the CPZ consultation moving forwards. Very simply, we believe that if these other adjoining roads are singularly consulted and finally agree to be included within a CPZ and Lower Square, Church Street and Manor House Way are not included within this, then we will not be able to park anywhere at all.”

3.6 A total of 15 objections were received from those within the proposed CPZ boundary and these are detailed below. A further breakdown of the objections received can be viewed at Appendix A.

3.7 Hartland Road and Silverhall Street objections are centred around their roads having too many additional parking restrictions (yellow lines) and some expressed the view that the CPZ was not really necessary. In addition, concerns were raised
by management agents of the flats that the parking restrictions would make it difficult for them to undertake maintenance arrangements.

3.8 Officers have tried to maximise parking along these roads and have mainly prevented parking at junctions including bends with “no waiting at any time” restrictions in order to allow for appropriate visibility splays. In addition, restrictions, have been placed at the end of Silverhall Street as provision of parking bays here hard up against the wall at its southern end would mean vehicles having to reverse down the street which is not compliant with the tenets of good design for parking schemes and may represent a safety hazard.

3.9 In relation to catering for maintenance visits, and also potential visitors to Silverhall Park, it is proposed that the bays on the northern side of North Street be changed from resident only, to shared use. This would allow parking by residents and business permit holders, and also some pay and display - albeit this would be limited to two hours only. It is proposed that this change be communicated to residents as part of the notification of this decision with a further opportunity to comment prior to implementation. Any comments received through this process would be considered by ward councillors in association with the chief officer.

3.10 One objector requested that an alternative method of control be used to stop non-resident parking in the Hounslow Housing controlled car parks off Hartland and Harcourt. This objector highlighted comparisons with other sites they were aware of where there were resident only parking controls in place at nil, or low, cost to residents. These were enforced through private enforcement. The reason why this approach is not deemed suitable was summarised in the report to the area forum on 28/09 (section 4) and centres around limitations on private landlords to gain details about owners of vehicles parked in their land. This was brought in as a consequence of the Protections of Freedom Act 2012.

3.11 Swan Street objections revolved around the impact the CPZ may have on small businesses, in particular their staff and clients, as they may struggle to find parking should the scheme be implemented. Additionally, they are concerned about the cost of business permits.

3.12 Officers have considered these factors and have provided shared use bays for businesses and residents along the stretch of road. There are also existing pay & display bays around Upper Square that visitors and clients can make use of. In relation to the staff parking, it is seldom the case in London that commuters can benefit from free parking. The scheme proposed in May 2017 did however stipulate that parking bays will be shared use, i.e. allow parking by both residents and businesses. Businesses will therefore be able to purchase business permits for their staff which would allow parking in the area.

**Objections from addresses outside the CPZ**

3.13 A total of 12 objections were received from roads not proposed for inclusion in the CPZ and these are summarised below. A further breakdown of the objections can be viewed at Appendix A. As identified at paragraph 3.4, a petition was also received supporting inclusion in the CPZ as part of this formal (statutory) consultation process.
3.14 Objections from the residents of these roads - Church Street, Lower Square and Manor House Way - were centred around why these roads have been excluded from the consultation and the proposed scheme. Respondents felt that leaving parking unrestricted in this area would increase parking pressure if the North Street 'area' CPZ was introduced in neighbouring roads.

3.15 As a consequence of these representations, and particularly the number of signatories to the petition, officers recommend progressing the designs consulted on in May 2017 to formal (statutory) consultation. This would in effect look to create one CPZ across the whole area as was envisaged in the designs consulted on in May 2017.

3.16 Notwithstanding the support for this proposal as evidenced in the petition, a number of concerns were raised by businesses on the impact that controls may have on their operations. This included loading and receiving deliveries to their premises and staff retention if they have to pay for parking.

3.17 In relation to the former, loading and unloading is permitted within controlled parking zone bays for up to 40 without having to display a valid permit or pay to park.

3.18 In relation to the latter, and as noted in 3.12 above, it is seldom the case in London that commuters can benefit from free parking. The scheme proposed in May 2017 did however stipulate that parking bays will be shared use, i.e. allow parking by both residents and businesses. Businesses will therefore be able to purchase business permits for their staff which would allow parking in the area.

3.19 Businesses would have a further chance to have their say during the statutory consultation on these proposals.

Objections from unidentified addresses

3.20 An additional 4 objections were received which did not include a reference to an address, however, these objections are similar to that of roads outside the CPZ boundary and are centred around the CPZ affecting small businesses and increased parking difficulty should the scheme progress further.

3.21 One respondent highlighted concerns with the consultation process and in particular whether all those who may consider to be impacted would be aware of the proposals. As noted in 3.1 and 3.2 all normal steps were taken to ensure that people were aware of the proposals. This included letters to properties in the roads where controls were being proposed and also notices affixed to street furniture in the area. Between these two methods it is considered likely that anyone living in the immediate vicinity and/or parking their vehicle on the roads where controls were being proposed would be aware of the proposals. In addition, as is required under the legislation, the council placed adverts in the local newspaper and on our website. One recommendation was to ensure a better link was made between the traffic notices and the general consultation section which has now been done.

3.22 The same respondent highlighted concerns with CPZs generally. They postulated that a CPZ would make it less onerous for residents to own cars and therefore frustrate attempts to encourage local people to travel by other modes. A CPZ would therefore contribute to pollution and increased congestion in the area. In contrast, officers believe that CPZs do much to remove parking stock currently utilised by
those travelling to the area to work. This is likely to lead to some modal shift. In addition, the pricing of permits is also set in such a way that it incentivises residents to move towards lower emission vehicles, with the cleanest vehicles actually receive a permit at no cost.

4.0 Recommendations

4.1 In response to the detailed design consultation results, which indicated a majority of respondents were in support of the scheme, officers recommend that the CPZ be progressed to the implementation stage in the roads shown in Appendix B with the operational times of Monday - Friday, 9.30am-5pm.

4.2 It is further recommended that, in response to the representations from those roads immediately outside of the proposed CPZ boundary, namely Church Street (part), Lower Square and Manor House Way, objecting to not being included in the scheme, officers progress the CPZ proposals in these roads to the formal (statutory) consultation stage.

4.3 Should Members approve the recommendation made at paragraph 4.2 it is further recommended that, where possible, officers resolve any objections received to the formal (statutory) consultation and implement the scheme as part of the wider North Street ‘area’ CPZ and, in the event of any objections remaining unresolved, agree that these objections be determined through Chief Officer Delegated Authority in consultation with the relevant Ward Councillors.

Briefing Note Ends