Linkfield Road ‘area’ Proposed Controlled Parking Zone (CPZ)  
Outcome of Formal (statutory) Consultation

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BRIEFING NOTE

1.0 Recommendations

1.1 That Members note that objections were received and not resolved during the formal (statutory) consultation in relation to the proposed introduction of the Linkfield Road ‘area’ controlled parking zone (CPZ) and agree that:

a) Notwithstanding these objections, the CPZ be progressed to implementation with all roads identified at paragraph 4.1 with the operational times of Monday-Friday, 10am-Noon and 5-7pm due to the support received during the detailed design consultation stage;

b) Subject to the approval of recommendation 1.1a, the proposal to included St John’s Road and Gumley Gardens as identified at paragraph 4.2 be advanced to the formal (statutory) consultation for the making of a traffic management order (TMO) and implementation thereafter, subject to there being no unresolved objections;

c) Subject to the approval of recommendation 1.1b, where possible, officers resolve any objections received to the formal (statutory) consultation for the inclusion of St John’s Road and Gumley Gardens and implement the scheme. 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 In May 2016, a petition was received from local residents detailing their concerns about parking pressure and traffic flow along Linkfield Road and the surrounding roads. Following receipt of that petition the Council undertook a preliminary consultation with local residents and businesses to determine whether there was wider support for the introduction of resident parking controls and other traffic management initiatives in the area.

2.2 The results of that consultation indicated initial support for both measures and Members, in conjunction with the Chief Officer of Traffic and Transport (now Traffic, Transport and Environmental Strategy), agreed a) the introduction of a ‘no entry except cyclists’ restriction at the Linkfield Road junction with London Road and b) progression of the controlled parking proposals to the detailed design consultation stage.

2.3 Following that decision, Council officers produced a CPZ scheme design and undertook a ‘detailed design’ consultation with local residents and businesses in September/October 2017. The results of this consultation indicated overall majority support for the introduction of a CPZ in the Linkfield Road ‘area’ although, on a road by road basis, the majority response from Gumley Gardens, Kendall Road, London Road (part), St John’s Road, Twickenham Road (part) and Woodlands Road (part) indicated opposition to the proposed CPZ.
Upon consideration of the detailed design consultation results, it was agreed that the scheme be progressed to the formal (statutory) consultation with all roads other than St John’s Road and Gumley Gardens. This decision was taken due to the opposition received during the detailed design consultation stage. Despite the opposition from Kendall Road and Woodlands Road (part), it was agreed that these roads be retained in the proposed CPZ boundary due to the almost certain displaced parking that would occur if these roads were excluded and the surrounding roads were incorporated into a CPZ.

It was also agreed that the CPZ proposals be advanced to the formal (statutory) consultation with the operational times of Monday-Friday, 10am-Noon and 5-7pm due to the support received during the detailed design consultation stage.

**3.0 Formal (statutory) Consultation**

3.1 In March 2018, the formal (statutory) consultation commenced for 28 days from the 2 March until 30 March. This process included advertisements being placed in the local paper, the London Gazette and via notices in the roads within the CPZ boundary identifying the Councils proposals to introduce the Linkfield Road ‘area’ CPZ. Copies of all relevant documentation was also uploaded to the Council website and made available for viewing at the Civic Centre.

3.2 Residents and businesses included in the detailed design consultation were notified in writing of the results of the consultation, the subsequent decisions made, the dates of the formal (statutory) consultation and how objections/representations could be submitted.

3.3 Upon completion of the formal (statutory) consultation stage, a total of 59 representations were received with 48 of these being objections to the proposals. A petition signed by 83 residents from 56 St John’s Road addresses was also received requesting the Council reverse the decision to exclude St John’s Road from the CPZ proposals. A summary of the individual objections and associated officer comments is detailed at appendix A.

3.4 For the purposes of this report, the objections have been grouped where the same or similar objection is made and these have been summarised in detail below.

**Objections to the proposed exclusion of St John’s Road**

A total of 15 objections, 13 from St John’s Road and 2 from St John’s Court, have been received expressing concerns at the impact a CPZ in the surrounding area would have on the road if St John’s Road were to remain ‘uncontrolled’. These objections state that the Council should revise this decision and, in the event of the wider Linkfield Road ‘area’ CPZ being introduced, the scheme should be extended to include St John’s Road.

As mentioned at paragraph 3.3, a petition with 83 signatures was also received requesting the inclusion of St John’s Road in the CPZ. These 83 signatures incorporated a total of 56 St John’s Road addresses. It should be noted that this figure of 56 addresses is greater than the 31 St John’s Road addresses that responded in the opposition to the CPZ proposals at the detailed design consultation stage.

*It is officers’ view that the objectors concerns that displaced parking could create significant parking difficulties in St John’s Road if omitted from the CPZ are reasonable and, particularly in light of the number of households that have signed the petition supporting inclusion in the CPZ, there is justification to review this decision. Should Councillors be minded to approve, officers could undertake a further formal (statutory) consultation relating to the proposed inclusion of St John’s Road in the CPZ. This would then give all residents of St John’s Road an opportunity to consider the proposal before any final decision is taken.*
Objections to the proposed CPZ and its operational times

A total of 14 objections, 8 of which identified a Castle Road address, were received detailing opposition to the proposed introduction of the CPZ and the operational times. A number of additional comments were submitted with these objections in which the vast majority stated the parking issues did not warrant a CPZ and, in the instance where there are parking issues, these occur late in the evening when most residents are home and the proposed CPZ would not be operational.

It is officers view that, notwithstanding these objections, the support received during the detailed design consultation for both the introduction of the CPZ and the proposed operational times (Monday-Friday, 10am-Noon and 5-7pm) outweighs the opposition received during the formal (statutory) consultation and, therefore, it would be appropriate to proceed with implementation of the scheme.

Objections to the proposed location of the electric vehicle (EV) charging points and car club parking bays

A total of 8 objections were received in relation to the proposed introduction of the EV charging points and car club parking bays on St John’s Road fronting the community centre. These objections did not state opposition to the introduction of such measures but did not support their proposed location, which is reportedly used for those dropping off or picking up passengers visiting the community centre as well as loading/unloading for events that occur at the venue. It was indicated that this may particularly impact upon the elderly or disabled who may have to park further from the venue due to the proposed bays.

Having raised these concerns with our relevant partners responsible for the infrastructure of EV charging points and car club bays, an alternative location is being sought that would not directly impact on any resident, business or community amenity in the road. Should Councillors be minded to approve progression of the proposed inclusion of St John’s Road in the CPZ to the formal (statutory) consultation, the proposed alternative location of the EV and car club bays (once agreed) would be detailed as part of this process. Comments from residents and businesses alike would then be welcomed as to the revised location.

Objections to the proposed operational times

4 objections were received which, albeit not opposing the CPZ scheme in principal, did not support the proposed operational times. These objections were primarily focused on the eastern section of the Linkfield Road ‘area’ and expressed concerns that the proposed operational times would have limited impact on, primarily, the parking issues caused during school opening and closing times and, to a lesser extent, the practice of hospital visitors parking in these roads to avoid car parking charges at the hospital.

2 of the objectors, located in the eastern section of the Linkfield Road ‘area’, have stated that a separate zone should be created for that section with the operational times of 8am-8pm.

Whilst officers note the concerns raised, the operational times were determined by the results of the detailed design consultation results in which the majority of respondents indicate support for the proposed times of Monday-Friday, 10am-Noon & 5-7pm. A detailed analysis of the consultation results confirms that, of the 20 roads consulted (including London Road and Twickenham Road in part), 12 roads indicated majority support for the aforementioned proposed operational times with 1 road indicating majority support for the times of Mon-Fri,9.30am-5.30pm and 4 roads indicating majority support for a Mon-Fri, 8am-8pm scheme.
As part of the detailed design consultation, it was identified that if there was suitable support amongst residents a separate CPZ incorporating the eastern section of Linkfield Road, Kendall Road, Mill Plat Avenue, Gumley Gardens, and the eastern section of St John’s Road could be considered (the consultation included Pulteney Road although as this is a private road it would not be incorporated within the CPZ). The analysis of the consultation results indicated that, between these 6 roads, 2 of each indicated majority support for the 3 operating times included in the consultation. The total responses, however, indicated a marginal majority in support of the proposed times of 10am-Noon & 5-7pm (22 in support as opposed to 16 for 9.30am-5.30pm and 19 for 8am-8pm).

It is officers view that the scheme should proceed with the operational times proposed as part of the formal (statutory) consultation although it should be noted that a review of the CPZ would occur within 2 years of it becoming operational (dependant on the feedback being received) which would include further consultation on the operating times of the scheme.

Object to the costs of visitor permits

2 objections have been received opposing the costs that would be incurred by visitors parking during the proposed operational hours.

Permit and visitor booklets charges are applied to ensure the implementation, enforcement and maintenance of CPZs are self-funding and not placed on other Council taxpayers who are largely restricted from parking in the CPZ.

It is anticipated that the demand for visitor booklets within the Linkfield Road ‘area’ CPZ will be reduced due to the flexibility provided by the proposed operational times which allow visitors to park free of charge at all times other than 4 hours the CPZ would operate for.

Object to the inclusion of Aylett Road and Woodlands Road

3 objections have been received to the proposed inclusion of Woodlands Road (part) in the proposed CPZ and a further objection has been received to the proposed inclusion of Aylett Road.

The objectors from Woodlands Road (all of whom reside in the road) state that, as there are only limited parking spaces available in the road at present, the introduction of a CPZ is unlikely to provide any substantial benefit to those residents requiring access to on-street parking.

The objection to the inclusion of Aylett Road, received from a business located on St John’s Road, states that the introduction of the CPZ in that road would have an adverse impact on local businesses as this would deter customers from visiting the business.

Whilst the responses received to the detailed design consultation from Woodlands Road did indicate majority opposition to the CPZ proposals, the decision to include the road was taken due to the potential adverse effects of displaced parking should the CPZ be introduced in surrounding roads and not Woodlands Road. Officers maintain the view that, based on experience of similar scenarios in other CPZs, the exclusion of Woodlands Road would result in displaced parking which is only likely to be exuberrated if Councillors are minded to advance the proposal of including St John’s Road in the CPZ.

It should also be noted that, if Woodlands Road were to be excluded from the CPZ, residents of the road would also become ineligible to apply for permits in the CPZ which could limit the parking options available to them in the event of there being no spaces available in Woodlands Road.
With regards Aylett Road, the exclusion of this road could also result in similar displaced parking difficulties mentioned above, however it should also be noted that the majority of respondents from Aylett Road during the detailed design consultation indicated support for the proposed CPZ.

The existing ‘limited waiting’ parking bays on Aylett Road and Loring Road respectively (at their junctions with St John’s Road) will remain unaffected by the CPZ proposals thereby ensuring provisions for customers to park for up to 2 hours without charge.

Objections to the number of proposed shared-use bays and lack of dedicated business bays

2 objections were received with 1 detailing opposition to the number of shared-use parking bays proposed within the scheme and 1 detailing opposition to the lack of dedicated business parking bays.

The proposed CPZ scheme design has been proposed following consideration of the needs of local residents and businesses as well as those who may visit the local amenities such as the park or community centre.

It is officers view that the number of current ‘shared-use’ parking bays would be sufficient to accommodate the demand from local businesses and visitors to the areas whilst ensuring that residents, who can also utilise these shared-use bays, have access to a higher percentage of parking bays allocated for residents and their visitors only.

It is anticipated that the times when resident and business demand for parking will be at the highest are unlikely to occur simultaneously with the business demand expected to be during the day (when a higher number of resident vehicles are unlikely to be parked on-street) whilst the peak time for resident parking is likely to occur from late afternoon/early evening onwards (when the demand for business parking is likely to decrease).

Object to the proposed single yellow line across residential driveways

1 objection has been received relating to the proposed introduction of a single yellow line across the dropped kerb leading to a private, residential driveway. The objector has stated that this will adversely impact their ability to park in front of the access, therefore, causing them to have to park in marked bays thereby limiting the options available for other residents.

Other than areas classified as ‘permit holders only past this point’ (where the requirement for road markings and repeater signage is removed), the full extent of the adopted public carriageway in CPZs is required to be marked with either a parking bay or waiting (yellow line) restriction. It has been LB Hounslow’s approach to introduce single yellow lines (which operate at the same times as the CPZ) across dropped kerbs leading to driveways to ensure access remains unobstructed. Outside of the proposed CPZ operational times, the single yellow line would no longer be operational therefore allowing the resident to park across the access.

The alternative approach, which is considered in other local authorities, is to introduce a parking bay across the driveway thereby allowing the resident to park. This approach, however, would also allow any other permit holder to park and would not constitute an obstruction as the Highway Authority (in this case LB Hounslow) have authorised permit parking at the location. Due to the obstructions and subsequent difficulties this could cause, LB Hounslow have determined the most suitable approach to be the introduction of a single yellow line.

4.0 Recommendations
4.1 Notwithstanding the objections received, it is recommended that officers advance the proposed CPZ to the implementation stage in all roads included at the formal (statutory) consultation stage, namely Aylett Road, Braddock Close, Castle Road, Copper Mill Drive, Grainger Road, Kendall Road, Linkfield Road, Lismore Close, Loring Road, Mill Plat Avenue, Newton Road, Nottingham Road, Smallberry Avenue and Woodland Road (part). It is further recommend that the scheme be implemented with the operational times of Monday-Friday, 10am-Noon and 5-7pm.

4.2 In response to the objections and subsequent petition received from residents of St John’s Road, it is recommended that the Council amend the previous decision made and propose the inclusion of St John’s Road in the CPZ. It is recommended that, in the event of this being advanced, Gumley Gardens should also be proposed for inclusion in the CPZ due to the likely difficulties displaced parking will cause in the road if the surrounding area is incorporated into a CPZ. Should Councillors be minded to approve this recommendation, the proposal would be advanced to the formal (statutory) consultation for the making of a traffic management order (TMO) and implementation thereafter, subject to there being no unresolved objections.

4.3 It is also recommended that, where possible, officers resolve any objections received to the formal (statutory) consultation for the inclusion of St John’s Road and Gumley Gardens 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;

Briefing Note Ends