

Wyke Estate 'Area', Isleworth
Results of Controlled Parking Zone (CPZ) Detailed Design Consultation

28 April 2016

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BRIEFING NOTE

1.0 Recommendation

1.1 That Members consider the outcome of the consultation and agree that:

- (a) The CPZ proposals be advanced to formal (statutory) consultation for the making of a Traffic Management Order (TMO) and implementation thereafter of the CPZ in all roads consulted, with the exception of Syon Park Gardens, subject to there being no unresolved objections;
- (b) The CPZ operational times be submitted to formal (statutory) consultation as Monday-Friday, 9.30am-5pm;
- (c) 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 the Chair of the Forum be given delegated authority to determine these objections in consultation with the Ward Councillors;
- (d) Those consulted be informed of the Forum's decision.

2.0 Details

- 2.1 Following complaints of indiscriminate and obstructive parking in Crowntree Close, Stags Way and Wyke Close caused by non-residents, including receipt of a petition requesting parking controls, Members of this Area Forum instructed officers to undertake a preliminary consultation with residents to ascertain their views on a possible controlled parking zone (CPZ) in their road.
- 2.2 Having discussed the matter further with local Ward Councillors, it was agreed that the CPZ consultation should be carried out over a wider area to determine whether there was support for a CPZ beyond Crowntree Close, Stags Way and Wyke Close. The consultation area, therefore, was extended to include Oaklands Avenue, Syon Lane (between Nos 36 – 213) and Syon Park Gardens.
- 2.3 In September 2015, an informal consultation was undertaken with residents and businesses of the above roads to ascertain whether there was support for a CPZ. The results of that consultation indicated marginal support for a CPZ although responses from Crowntree Close and Oaklands Avenue

residents provided no majority response in favour or against. Upon consideration of the consultation responses, Members of the Isleworth and Brentford Area Forum, at its meeting of 12 November 2015, agreed that all roads consulted should be progressed to the detailed design stage.

- 2.4 Following that meeting, further discussions were held with local ward councillors where it was agreed that the section of Syon Lane fronting Nos 36 – 48 (evens) would not be included in the detailed design consultation. The reason for doing so was to allow the existing parking bays, fronting the parade of shops, to remain as 'limited waiting'. This is anticipated to be more beneficial to businesses and their customers rather than shared-use bays which residents could also utilise and may result in a lack of parking provisions, or pay and display bays which would result in customers paying to park in a location where this is currently not a requirement. It is, however, proposed to increase the maximum stay period of these bays from the current '40 minutes with no return for 20 minutes' up to a maximum stay of '1 hour with no return for 1 hour'. The existing operational times of these bays, Monday-Saturday, 8-30am-6.30pm will be retained.
- 2.5 Furthermore, the aforementioned discussions with local ward councillors also resulted in the section of Syon Lane between Nos 50 – 124 (evens) being removed from the CPZ proposals due to the lack of 'on-street' parking places that would have been proposed. Occupiers of these residential properties currently park on the extended driveways leading to their frontages and, as these extended driveways are part of the adopted highway, it would be impractical to retain this type of parking in a CPZ due to the difficulties with incorporating these areas into the traffic management order (TMO) and complying with signage regulations. These households, however, will be eligible to purchase residents and visitor permits for the CPZ as recommended at paragraph 3.14.
- 2.6 Therefore, the consultation boundary was amended to include Crowntree Close, Gower Road, Oaklands Avenue, Stags Way, Syon Lane (Nos 128 - 213), Syon Park Gardens and Wyke Close only.

3.0 Consultation

- 3.1 In March of this year, 292 consultation documents were delivered to the properties in the consultation area. The consultation document detailed the outcome of the Area Forum meeting following the initial consultation, identified the scheme was progressing to a detailed design consultation stage, provided plans showing the proposed design for the CPZ, i.e. location of parking bays and yellow lines, as well as providing a further questionnaire to be completed and returned to the Council. Copies of the consultation document can be viewed at appendix 1 and 2.
- 3.2 137 responses were received to the detailed design consultation, which represents an overall response rate of 47%. The responses to the questionnaire are summarised below and the full results table can be viewed at appendix 3.

- 3.3 Question 1 asked residents if they were in favour of their road being included in a CPZ. The results, shown overleaf, indicate support for a CPZ in all roads consulted with the exception of Stags Way and Syon Park Gardens, where the majority of respondents were opposed to the introduction of parking controls.
- 3.4 In light of the consultation responses, officers recommend that the CPZ be progressed for all roads consulted with the exception of Syon Park Gardens due to a lack of support for parking controls and its isolation from the remainder of the consultation area.
- 3.5 Despite there being majority opposition to parking controls in Stags Way, it is crucial to consider this road in relation to the wider area. The introduction of a CPZ in surrounding roads, where there is support for parking controls, whilst excluding Stags Way will almost certainly result in displaced parking occurring in this road. This is likely to cause a detrimental impact on residents and their parking provisions, therefore it is for this reason that officers recommend that, in the event of a CPZ being progressed in the surrounding roads, Stags Way be included in the CPZ despite the responses to the consultation.

ROAD	Q1. Having viewed the proposed CPZ design, are you in favour of being included in a CPZ?	
	Yes	No
Crowntree Close	9	2
Oaklands Avenue	16	10
Stags Way	9	25
Syon Lane*	12	6
Syon Park Gardens	14	19
Wyke Close	13	0
TOTALS	73	62

*Nos 128 – 213 Syon Lane

- 3.6 Question 2 focussed on the possible operational days of a CPZ should a scheme be progressed. Residents were asked whether they would prefer a Monday-Friday, Monday-Saturday or Monday-Sunday scheme. In light of the responses to question 1 and Syon Park Gardens opposition to parking controls, the responses from this road have been removed from the tables below.
- 3.7 As can be seen, the overall response indicates support for a Monday-Friday CPZ, however, it should be noted that the Stags Way respondents were equally split between Monday-Friday and Monday-Sunday, whilst the responses from Wyke Close were marginally in support of a Monday-Sunday scheme. It is officers' view that, based on experiences with other CPZs in the borough, Monday-Sunday schemes are particularly restrictive for residents and their visitors and, as there is larger support for a Monday-Friday scheme, it is recommend that the scheme be progressed as Monday-Friday only. Responses to Question 2 are summarised below:

ROAD	Q2. If a CPZ were to be introduced, what days would you like the CPZ to operate?		
	Mon-Fri	Mon-Sat	Mon-Sun
Crowntree Close	8	1	1
Oaklands Avenue	16	4	3
Stags Way	8	0	8
Syon Lane	12	0	6
Wyke Close	6	0	7
TOTAL	50	5	25

3.8 Question 3 asked residents what operational hours they would prefer if a CPZ were to be introduced. 4 options were submitted as part of the consultation, these being 9.30am-5pm, 9.30am-6pm, 10-11am & 3-4 pm, and 9-10am & 2-3pm.

3.9 The overall response to question 3 indicated marginal, majority support for a 9.30am-6pm CPZ, however, when the results are viewed on a road by road basis there are 2 roads in support of the 9.30am-6pm option, 2 roads in support of the 9.30am-5pm option and 1 road in favour of a 9-10am & 2-3pm option. Officers' view is that an operational time of 9.30am-5pm is likely to be sufficient to prevent the all-day, non-residential parking, predominantly from local business workers and commuters, currently being experienced. It is highly unlikely that there would be an influx of non-resident vehicles into the area between the hours of 5pm and 6pm, therefore, it is not deemed necessary to extend the parking controls until 6pm. The responses to question 3 are shown below.

ROAD	Q3. If a CPZ were to be introduced, what hours would you like the CPZ to operate?			
	9.30am-5pm	9.30am-6pm	10-11am & 3-4pm	9-10am & 2-3pm
Crowntree Close	3	1	0	1
Oaklands Avenue	7	4	3	6
Stags Way	5	6	3	0
Syon Lane	4	4	3	6
Wyke Close	1	6	2	1
TOTAL	20	21	11	14

3.10 The final question asked residents whether they were satisfied with the proposed scheme design for the CPZ. The responses from both Oaklands Avenue and Syon Lane indicated residents were satisfied with the proposed scheme design, however, those within the 'Wyke Estate' (Crowntree Close, Stags Way and Wyke Close) were evidently opposed. Having reviewed the comments received from many of the respondents within the Wyke Estate, it is clear that residents have concerns regarding the potential loss of parking space due to the proposed scheme design. A number of these comments also make reference to the proposed 'resident permit holders parking only past this point' plan for Oaklands Avenue and Gower Road, and have requested a similar approach within the estate.

- 3.11 For clarity, the 'resident permit holders parking only past this point' proposal for Gower Road and Oaklands Avenue removes the requirement for parking bays to be marked and regular signage to be installed. Instead, signage is installed at the entrance to the road indicating that parking beyond that point is restricted to resident permit holders only (during the controlled hours). This type of proposal is designed for cul-de-sacs or predominantly residential roads where the parking restriction is limited to one type of parking, i.e. resident parking only with no shared-use or pay and display bays. The obvious benefits with this proposal is the removal of marking bays and signage which can be considered as intrusive and inconsiderate of the nature of the road, as well as allowing residents to park across their own dropped kerbs during the controlled hours (subject to no obstruction being caused to an adjacent dropped kerb or the carriageway).
- 3.12 In response to the comments received from the Wyke Estate during the consultation period, it is now recommended that the above mentioned approach (resident permit holders parking only past this point) is extended to Crowntree Close, Stags Way and Wyke Close.

ROAD	Q4. If a CPZ were to be introduced, are you satisfied with the proposed scheme design?	
	Yes	No
Crowntree Close	3	8
Oaklands Avenue	21	1
Stags Way	4	12
Syon Lane	11	6
Wyke Close	4	11
TOTAL	43	38

- 3.13 In view of the detailed design consultation results, and comments made at paragraph 3.5, officers recommend that a CPZ be progressed to the formal (statutory) consultation stage for Crowntree Close, Gower Road, Oaklands Avenue, Stags Way, Syon Lane (between Nos 128 and 213) and Wyke Close. Additionally, officers recommend that the CPZ operational times be proposed as Monday-Friday, 9.30am-5pm and that the scheme design be amended to incorporate residents' request for the 'Residents permit holders parking only past this point' proposals for the Wyke Estate.
- 3.14 Officers also recommend that the CPZ proposals be withdrawn for Syon Park Gardens due to residents' opposition to parking controls. Furthermore, officers recommend that the properties between Nos 36 – 124 (evens) Syon Lane and 8 – 48 Stags Way be made eligible to purchase permits for the CPZ despite the scheme not extending to their section of road or private parking area.
- 3.15 It is also recommended that, 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 the Chair of the Forum be given delegated authority to determine these objections in consultation with the Ward Councillors.

- 3.16 Finally, should the CPZ be implemented following satisfactory completion of the formal (statutory) consultation period, it is recommended that a review of the scheme be instigated within 12 months of the operational date to ascertain the effects of the CPZ and to determine whether improvements/alterations are required, particularly with a new school proposed adjacent to the area.

BRIEFING NOTE ENDS