

Thornbury Road, Isleworth – Extension to Spring Grove Controlled Parking Zone (CPZ) Detailed Design Consultation

Isleworth and Brentford Area Forum
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BRIEFING NOTE

1. Recommendations

That Members:-

- (a) Note the results of the controlled parking zone (CPZ) detailed design consultation.
- (b) Agree to allow officers to proceed to statutory formal consultation on an unchanged bay design for the extension of the Spring Grove CPZ into Thornbury Road (between Spring Grove Road and Eversley Crescent, including Stanleycroft Close and Weston Gardens);
- (c) Agree that there residents of roads referred to in (b) be notified of the consultation results and this Area Forum's decision

2. Background

- 2.1 Following receipt of petitions from residents of and around the Thornbury Road and Ridgeway Road neighbourhoods asking for a residents' parking scheme, the Council undertook an initial informal consultation to assess support for a Controlled Parking Zone (CPZ) in April 2015.
- 2.2 The results of that consultation showed support for a CPZ from certain roads, including the section of Thornbury Road closest to the existing Spring Grove CPZ.
- 2.3 As a result, at the July 2015 meeting of the Isleworth and Brentford Area Forum, approval was given for officers to proceed with a detailed design consultation, as an extension to the existing Spring Grove CPZ, with residents of Thornbury Road (between Spring Grove Road and Eversley Crescent including Stanleycroft Close and Weston Gardens);

3. Review Consultation

- 3.1 The detailed design consultation, in the form of a letter, plan and questionnaire was undertaken in late November 2015 with consultation packs being delivered to a total of 68 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 the draft scheme design provided. In addition, they were also asked to indicate their preferred operational hours. Notes accompanying the letter briefly described the advantages and disadvantages of longer or shorter operational hours.
- 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 14 December 2015 and allowing for receipt of late paper responses up to and including 16 December 2015, a total of 22 responses, one of the 14 paper response with no address, had been received, giving a response rate of 32%.
- 3.5 In response to Question 1, 13 (59%) of the 22 respondents answered that 'Yes' they were in favour of their road becoming part of the Spring Grove CPZ as shown in Appendix A.
- 3.6 8 (62%) of the 13 respondents from Thornbury Road were in favour of an extension of the CPZ into their road although, support was split 50:50 from respondents of both Stanleycroft Close and Weston Garden.
- 3.7 Question 2 asked residents for their views on the scheme design. Overall only 9 (41%) of respondents said that they were happy with the design, although the design met with the approval from 3 (75%) of the 4 respondents from Weston Gardens.
- 3.8 Detailed analysis of the comments made in response to Question 2 indicated that very few of these comments were actually related to the proposed bay layout. Respondents were mostly opposed to the CPZ for reasons of cost, the length of operational hours and there not being a parking problem in the area, borne out they inferred by previous negative consultation results.
- 3.9 One resident suggested that with a car parked in the proposed single parking bay outside No. 49 Thornbury Road visibility could be compromised for residents of both Nos., 47 and 49 Thornbury Road accessing into and out of their private off-street parking areas. As a result they have suggested that it should be replaced with a single yellow line.
- 3.10 Removal of this bay and introduction of single yellow line waiting restrictions at this location would reduce available on-street parking provision for use by residents without access to off-street parking facilities. Vehicles currently park at this location. However, this request will be investigated and if considered advantageous the bay removed from any final scheme design.
- 3.11 Another resident of Thornbury Road claims that there is already insufficient parking space to cater for resident and visitor demand with any 'overspill' parking being accommodated in Eversley Crescent. Consequently, in addition to supporting the introduction of a CPZ they also consider that the zone should be extended to include Eversley Crescent.
- 3.12 A request for inclusion of the eastern section of Eversley Crescent, between The Grove and Thornbury Road, has also been received from residents of one of the properties on the southern side of Eversley Crescent who are concerned about displacement parking if the CPZ is further extended into Thornbury Road.
- 3.13 During the initial CPZ consultation of April 2015 the Council received two responses from the four residential properties on the eastern section of Eversley Crescent. However, overall 15 (83%) of the 18 respondents from Eversley Crescent did not support the introduction of the CPZ and consequently, a CPZ was not recommended for this road.
- 3.14 Inclusion of Thornbury Road (between Eversley Crescent and Spring Grove Road) into the existing Spring Grove CPZ would enable residents who purchase a parking permit to park throughout the wider CPZ should there not be sufficient space outside their own property.
- 3.15 Comments received as part of this consultation observed that the section of Thornbury Road south of Spring Grove Road already within the CPZ is often clear of parked cars indicating that at this particular location parking supply exceeds resident demand.

- 3.16 Simultaneously to this consultation residents of Thornbury Road between Moreton Avenue and the A4 Great West Road and several other surrounding roads, are also being consulted for their views on the introduction of a new 'stand-alone' CPZ.
- 3.17 Should residents from these roads support a CPZ and parking controls are subsequently introduced, parking pressure in the middle section of Thornbury Road and in Stanleycroft Close and Weston Gardens would certainly increase if these roads remained uncontrolled.
- 3.18 Consequently, in light of the consultation results it is recommended that officers should proceed to statutory formal consultation on the extension of the Spring Grove CPZ into Thornbury Road (between Spring Grove Road and Eversley Crescent including Stanleycroft Close and Weston Gardens) as per the current detailed bay design.
- 3.19 Residents to be notified of the consultation results and this Forum's decision.

BRIEFING NOTE ENDS

Appendix

ROAD	Q1. Are you in favour of your road becoming part of the Spring Grove CPZ?	
	Yes	No
Thornbury Road	8	5
Stanleycroft Close	2	2
Weston Gardens	2	2
No address	1	1
TOTAL	13 (59%)	9 (41%)

ROAD	Q2. Are you happy with the scheme design?	
	Yes	No
Thornbury Road	4	9
Stanleycroft Close	2	2
Weston Gardens	3	1
No address		1
TOTAL	9 (41%)	13 (59%)