

Park Royal Trading Estate

Have Your Say

Proposed Controlled Parking Zone



Ealing Council

Park Royal Industrial Estate - Proposed Controlled Parking Zone

Parking can be a daily burden for many Ealing businesses. Often the demand for parking exceeds availability. A high demand for parking can cause issues of safety and accessibility, as vehicles resort to parking around junctions and obstructing driveways.

This inconvenience can prove frustrating and often stressful, especially for those with a genuine need to access or park close to their workplace. The council has alleviated these problems in other parts of the borough by introducing controlled parking zones (CPZ). Controlled parking zones prioritise parking for residents and local businesses but can also help improve accessibility and safety, by easing congestion and ensuring vehicles are parked responsibly.



Is a controlled parking zone needed in the area? - Have your say

Industrial areas have long suffered from various parking issues that can impact businesses on a daily basis. Over the years, waiting restrictions have been implemented in specific locations to help improve accessibility, but industrial areas remain susceptible to high volumes of often haphazard parking. While it is accepted that businesses require some parking for their staff and customers, the lack of parking control, means much of the parking is obstructive. As a consequence, many businesses struggle to accommodate deliveries and day to day operations are impacted.

Previously, there has been no means of tackling these issues on an area wide basis, however Ealing Council have now formed a programme to explore the possibility of introducing controlled parking zones (CPZ) in industrial areas. Last year, the council consulted businesses in the South Acton Industrial Estate and businesses supported the introduction of a CPZ. This is now due to be implemented in the next few months.

We are now focusing on the Park Royal industrial area and are consulting you to see whether you like controlled parking introduced in your industrial estate.

Whether you drive, walk, cycle or use public transport, we want to hear your views.

FAQS & Further Information

Over the next few pages, we have tried to provide answers to the most common queries you may have. However, if your query is not found below, you may contact us using the details on the back page.

How does the Council decide whether a controlled parking zone is introduced?

The Council's decision to implement a controlled parking zone is based on a combination of factors.

- Feedback from businesses responding to the consultation
- Road safety, accessibility and traffic flow
- The environmental and air quality impact of parking and traffic

Although the responses we receive to the consultation form a key part of the decision making process for introducing a CPZ, the final decision will also take into account the factors listed above. A CPZ consultation is not a referendum, as public opinion is only one of several factors that must be considered.

Are CPZs just another way for the Council to make money?

No. The cost of implementing and maintaining a CPZ is quite high. Furthermore, the cost of permits contributes towards the enforcement of the zone. If funds are generated through CPZs, then the Council is legally obliged to reinvest this in transport related schemes and improvements across the borough.

If a CPZ is introduced, what will the operational times be?

The operational hours of any new CPZ are dependent on the response to the consultation. We ask residents and businesses if there is any parking pressure in their area and if so, to identify what they consider to be the main cause. From the responses received, we are able to determine the most suitable operating hours required to resolve the parking pressure respondents have identified.

Do CPZs reduce the overall parking capacity?

The Council endeavours to maintain present parking arrangements and to retain as much parking as possible, however the council have a duty of care to ensure our roads are safe and accessible for both pedestrians and road users. For this reason, we do have to provide waiting restrictions, particularly around junctions, to maintain visibility and keep crossings clear.

Private Roads & Private Land

Private roads and sections of private land located within a proposed CPZ area, will not form part of any prospective zone, however businesses may still give their views as part of this consultation.

Footway Parking

Within a controlled parking zone, the Council must ensure that sufficient space is retained on the footway for pedestrians while preserving the width of the carriageway to enable access for emergency and refuse vehicles. Footway parking is only permitted in marked bays that are accompanied by the appropriate sign.

Road Safety & Accessibility

When designing controlled parking zones, we must take into account the safety and accessibility of both pedestrians and road users. We install either single or double yellow lines to help prevent unsafe and obstructive parking.

Generally, our design must ensure that there is sufficient road width to allow for the safe passage of emergency and refuse vehicles.

An industrial estate has its own additional requirements, as we must also ensure suitable clearance is provided for businesses to access their land, particularly those needing to accommodate HGVs and/or delivery vehicles.

Can we continue to park across our driveway?

Within a CPZ, all lengths of the road must be marked with either a yellow line or a parking bay. This includes the dropped kerbs in front of driveways. Some prefer or need to have their driveway clear at all times while others use the space to park additional vehicles. The two options presented below, are shown in the context of a residential street, however the principals are still the same.

White Line



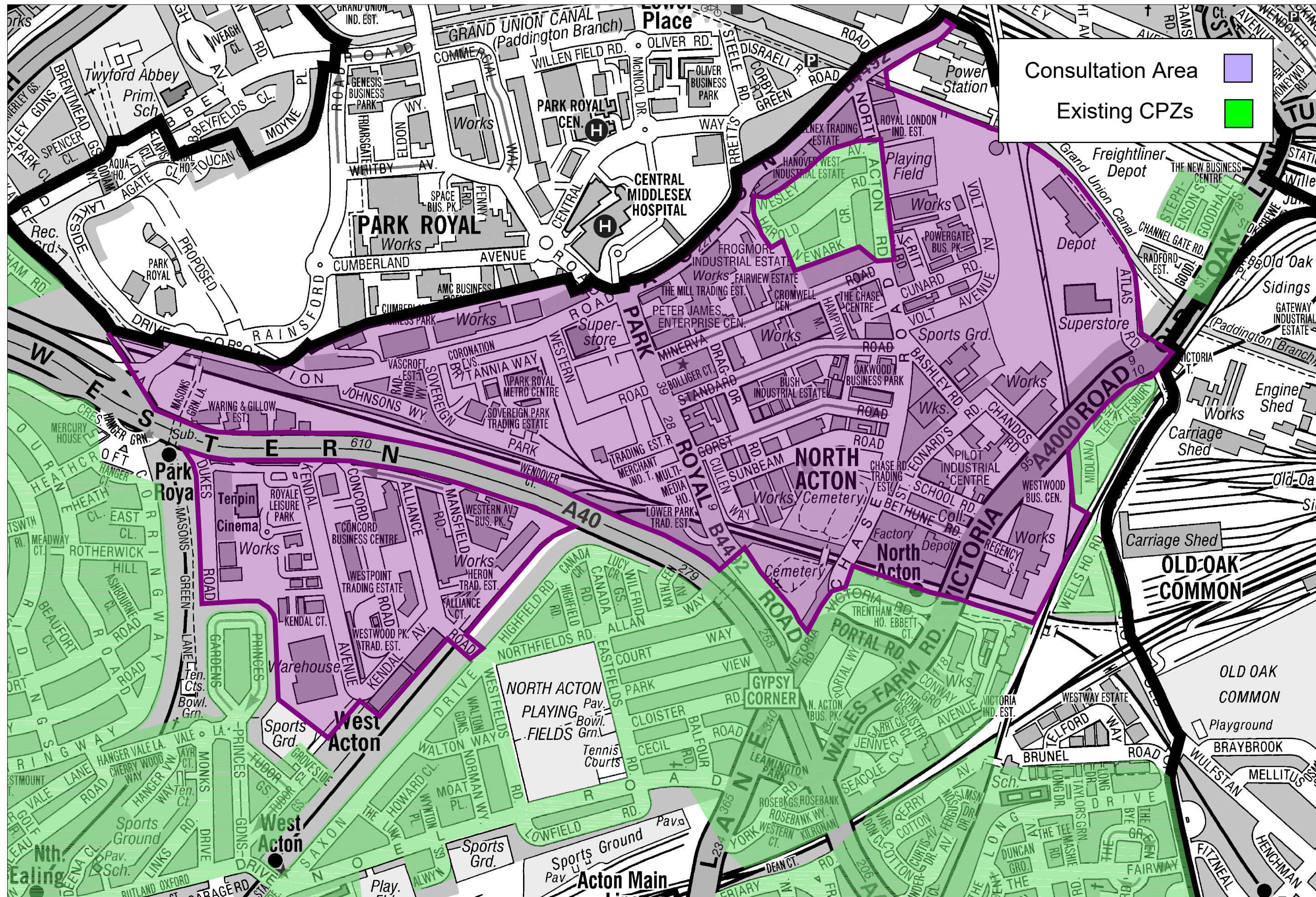
Parking bays are marked across driveways and accompanied by a white advisory line, showing that access is needed at all times. However, permit holders using their own driveway or their visitors with a valid permit, can park across the driveway without being penalised with a parking ticket. This option maximises the available parking during the hours of CPZ operation. This may be the preferred option of those business that currently park on their forecourts but would also like the option to park across their forecourt if required. While this option can lead to understandable concerns of having a driveway blocked by fellow permit holders, in practice, this system works effectively and is the most common arrangement throughout the existing CPZs in the borough.

Yellow Line



A single yellow line prohibits parking by anyone during the operational times of a CPZ, while double yellow lines prohibit parking by anyone at all times. Both variations still allow loading. Yellow lines are usually the default option for those businesses with yards and larger forecourts, as well those driveways that serve more than one business.

If you have a preference, or any special requirements, please let us know by completing the online survey



Permits

Harmful air pollution exacerbates health conditions and motor vehicles contribute to this. The council wants to encourage residents and businesses to use vehicles which are less damaging to the environment and our health. This means that prices for parking permits will be related to the CO₂ emissions of a vehicle, as used by the DVLA, which at this time is the most reliable and comprehensive source of information to assess the impact of a vehicle on the environment.

Three factors are used to assess the price of a permit within an Industrial Controlled Parking Zone

- CO₂ emissions
- Fuel Type
- Length of controls of the controlled parking zone

The table below shows how we work out your permit price.

	Amount of CO ₂ emitted (g per km)	Engine Size (cc) (Only used if CO ₂ data is unavailable)	Cost
Basic Permit Price (Select only one)	Emissions Band 1 (0 - 100g of CO ₂ emitted per km)	0 - 1100	£50
	Emissions Band 2 (101g - 140g of CO ₂ emitted per km)	1101 - 1600	£75
	Emissions Band 3 (141g - 185g of CO ₂ emitted per km)	1601 - 1849	£100
	Emissions Band 4 (186 + of CO ₂ emitted per km)	1850 +	£125
Surcharges & Discounts Applied to the basic permit price above (Select ALL that apply)	Nitrous Oxides (NO _x) charge (Applied to diesel vehicles manufactured before 2015)		+ £50
	Electric vehicle discount (Applies only to fully electric vehicles, not hybrids)		- £20
	Short controlled parking zone discount (Applies to parking zones where restrictions apply fewer than four hours a day)		- £20
Please note that a minimum permit price of £20 applies to all vehicles			

What if we have visitors?

Visitors may park in permit bays by using our visitor park by phone service. The parking information is stored electronically so there is no need to display a paper voucher in the vehicle. Visitor parking is charged at 60p per hour. Users are only charged during the hours the CPZ operates up to a capped all day fee of £4.50.

Alternatively, if a business has specific requirements for customers, suitable parking facilities can be provided. These range from free, short stay stop & shop bays, to hourly pay-by-phone options. Council officers will evaluate the feedback to this consultation to determine the most appropriate facilities.

Blue Badge Holders

Blue badge holders, may park for free within any bay unless stated otherwise.

Further Information on Permits

Please visit the Council website:

www.ealing.gov.uk

Or contact Parking Services

@ ParkingServices@ealing.gov.uk

☎ (020) 8825 6677

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Please give us Your Views and Have Your Say

The council would like to know your views on the proposed CPZ. Please read this document carefully and consider the proposals. Have **Your Say** by completing the online survey on a computer, tablet or smartphone:

www.ealing.gov.uk/parkroyalcpz

- Please be advised that only one response will be accepted per business.
- Do you have access to a computer, tablet or smartphone? You will be helping the council save time and money, as well as your own postage costs by completing the questionnaire online. If however, you do not have access to the internet and would like to request a paper questionnaire, you may contact us on the number below.

The closing date for this consultation is:

6 March 2020

What Happens Next?

Your responses will be analysed and discussed with your Ward Councillors. The results of the consultation will be made available online at **www.ealing.gov.uk/consultations** or you may contact us for an update using the details below.

If a CPZ is to be introduced, prior to implementation, the Council is required to carry out a 21 day statutory consultation. This involves notices being placed on lamp columns in the proposed area and the publication of the notice within the Ealing Gazette. This process provides the public with a further opportunity to comment on the proposals. All comments and objections will be considered and responded to, before any decision is made to proceed to implementation. Following this process, if a CPZ is approved for implementation, it usually becomes operational in approximately 6 months.

Further Information

If you require any further information regarding this consultation that is not covered within this information booklet, you may contact us in Highway Services:

@ cpz-consultation@ealing.gov.uk

☎ (020) 8825 9949