

Have Your Say



Brentside CPZ

Proposed Controlled Parking Zone

Ealing Council

Do you experience parking difficulties in your area?

Parking can be a daily burden for many Ealing residents and businesses. Often the demand for parking exceeds availability and residents have little choice but to seek parking further afield. This inconvenience can prove frustrating and often stressful, especially for those with a genuine need to park close to their homes. A high demand for parking can also cause issues of safety and accessibility, as vehicles resort to parking around junctions and obstructing driveways.

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 traffic flow and safety, by easing congestion and ensuring vehicles are parked responsibly.



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

The council have received various parking complaints from residents and Ward Councillors, regarding an increase in parking issues in your area. Parking controls have been introduced in Poets Corner and this has led to some parking being displaced as motorists seek the nearest available free parking.

We are also aware of some long standing parking issues across the wider area. Roads such as Elmbank Way and Brookbank Avenue are susceptible to parking displaced from those attending local schools.

In view of this, we believe the area would benefit from controlled parking and we are seeking your views to see whether you would like controlled parking introduced in your street. Whether you drive, walk, cycle or use public transport, we would like to hear your views.

What is a controlled parking zone and how does it work?

A controlled parking zone is an area where all street parking is controlled. This means that during hours of operation, parking is prioritised for residents, local businesses and their visitors. CPZs help manage supply and demand for on-street parking and can help improve road safety and visibility for all road users and pedestrians.

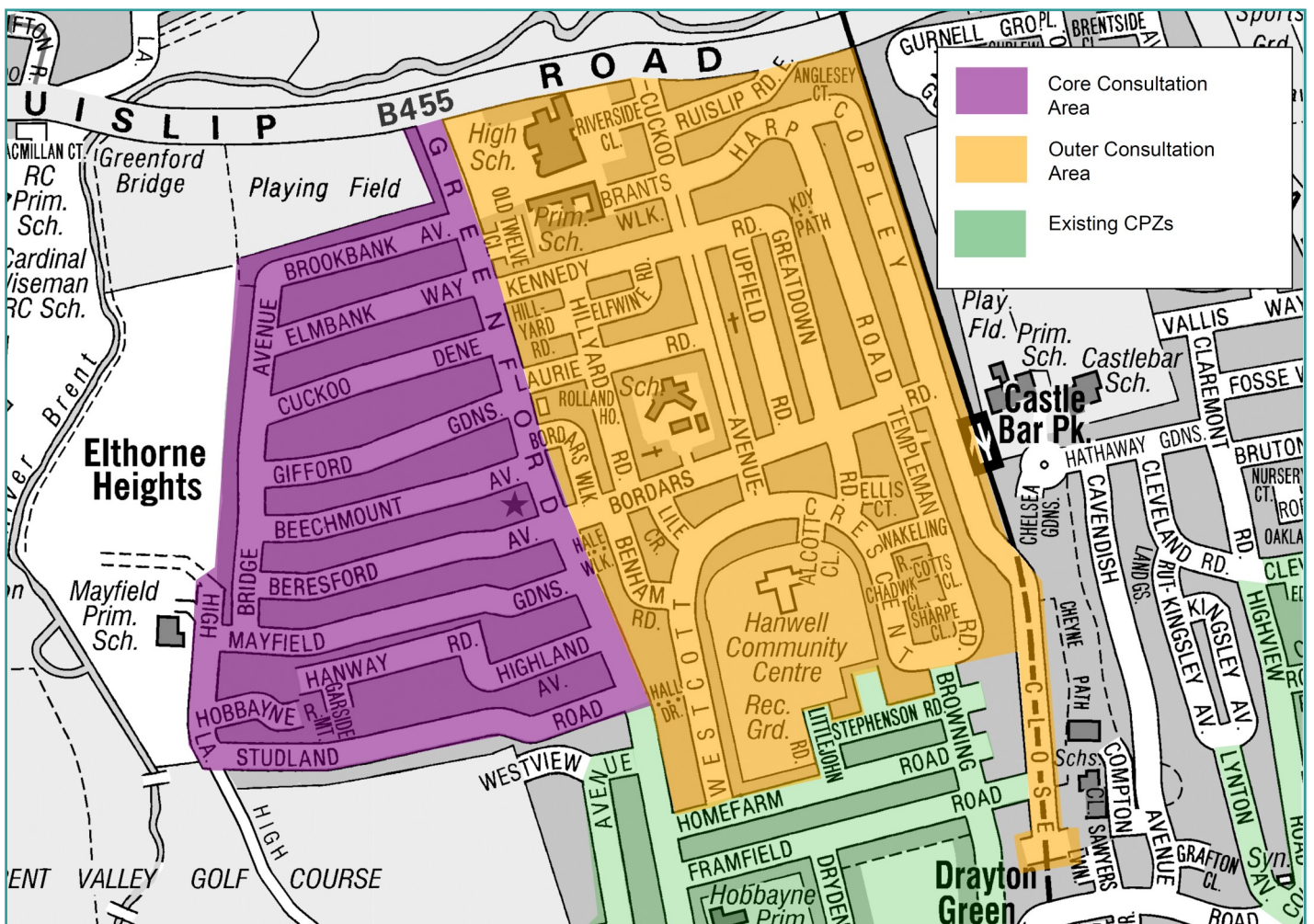
Consultation Area

The map below shows the **Core** and **Outer** areas we are consulting for controlled parking, as well as any existing CPZs nearby.

What is the difference between the Core and Outer areas and how does this affect me?

The **core area of parking concern** includes those roads where the majority of parking issues have been raised and is the primary reason for undertaking this consultation in your area. If a CPZ were introduced solely in the core area, much of the parking that previously occupied that area, would inevitably move into neighbouring, uncontrolled streets. In view of this, we also consult an **outer area**. This is where we anticipate this parking moving to and residents of this area are given the opportunity to be included in the zone if one is introduced. **Please note: private roads will not be included in any prospective zone, but residents are still being consulted for their views.**

Depending on the response to this consultation, a controlled parking zone may be recommended in all or part of both areas. The council will always seek to establish a logical and appropriate zone from the consultation areas identified in the plan. However, if there are some roads within the consultation areas that would not like controlled parking, the council's CPZ Policy provides the flexibility to amend the boundary if a suitable zone from those in support can still be formed.



FAQS & Further Information

Over the next few pages, we have tried to provide answers to the most frequently asked question. 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 local residents and businesses responding to the consultation
- Road safety 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, however in most cases the Council only introduces controlled parking in areas where the majority of respondents to the consultation, support the proposals.

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

New CPZs within Ealing, will operate for a minimum of 4 hours per day. They will aim to alleviate the main cause of parking pressure in an area, while also ensuring that short car journeys within the borough are discouraged. Longer controls enable more effective enforcement, whilst also helping to reduce the environmental footprint of transport by encouraging the use of active travel. This is all part of the council's wider Transport Strategy, to reduce dependency on cars and make Ealing a healthier, cleaner, safer and more accessible place for all.

The feedback residents provide to this consultation, will help our officers determine what the most appropriate operating times may be. For example, if the main cause of parking pressure is from commuters, two periods of two hours (e.g. 9am-11am and 2pm-4pm) may be sufficient, whereas areas in close proximity to a high street or train station, may require a zone that operates all day and possibly in the evening too.

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 motorists. For this reason, we do have to provide waiting restrictions, particularly around junctions, to maintain visibility and keep crossings clear.

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.

Private Roads

Private roads located within a proposed CPZ area, will not form part of any prospective zone, however residents 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.

Low Car Housing

Many new residential developments are classified as 'low car housing'. In most cases, such properties will not be entitled to purchase parking permits for controlled parking zones. Residents of such properties are advised to refer to their tenancy or purchasing documentation for further information.

Road Safety & Accessibility

When designing controlled parking zones, we must take into account the safety and accessibility for both pedestrians and motorists. We install either single or double yellow lines to help prevent unsafe and obstructive parking. Our design must ensure that there is sufficient road width to allow for the safe passage of emergency vehicles and refuse vehicles. Examples of these are:

- Junction Protection - Double yellow lines are placed around junctions to improve visibility for driver, cyclists and pedestrians and to allow sufficient space for wheelchair and pram users to safely cross.
- Yellow Lines placed along narrow roads to improve access or to provide a passing point for moving vehicles.

Can I continue to park across my 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 residents prefer to have the driveway clear at all times while others use the space to park an additional vehicle or to provide a space for visitors to park.



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. This option reduces the required number of signs and maximises the available parking during the hours of CPZ operation. While this inevitably leads to understandable concerns among residents of having their driveway blocked by fellow permit holders, in practice, this system works effectively and is the most popular option throughout the existing CPZs in the borough.



If a yellow line is placed across a driveway, anyone who parks on the yellow line during the CPZ hours of operation, including the resident or owner of that house, risks receiving a parking ticket. Outside of these hours the CPZ ceases to operate and the restrictions apply as they do currently, with the resident able to give permission for visitors to park and to seek enforcement action where necessary.

- Please note, where a driveway provides access to a shared property i.e. a block of flats, or houses converted to flats, a single yellow line will be introduced by default, unless requested otherwise.
- Should a CPZ be introduced, the option favoured by the majority of respondents will be applied across the zone. However, if you have any specific objections or requirements, please let us know.
- Residents parking in their driveway, will not require a parking permit. Permits are only required for motorists wishing to parking on the road during the operational times of the zone.

Common Bay & Line Types

Permit Holder Bays

During the operational hours of the CPZ, a permit or blue badge is required to park in these bays. Outside of the operational hours, these bays are free to use.

Shared-Use Bays

Shared-use bays are usually located along flank walls or adjacent to parks and provide parking for multiple road users. Typically these bays are for permit holders but are also made available for short or long term visitors. Shared-use bays are a good way of making efficient use of available parking. They allow other road users to park in bays that may otherwise unoccupied during the day whilst residents are not home.

Stop & Shop Plus Bays

Stop & Plus bays provide a period of free parking, but also allow users to pay for additional time if required. Additional parking may be purchased via mobile phone, meaning users may prolong their parking session remotely, without needing to return to their vehicle.

Single Yellow Lines

Single yellow lines within CPZs are primarily used to provide passing places or to keep certain sections of the highway clear during peak times. They may also be used to protect access to driveways and private property. Throughout CPZs, single yellow lines operate for the same hours as the zone itself, unless there are signs specifying otherwise.

Double Yellow Lines

Double yellow lines are generally used in locations where parking should be avoided, such as around junctions or on one side of narrow roads.

Permits

Resident Permit

Harmful air pollution exacerbates health conditions and motor vehicles contribute to this. The council wants to encourage residents 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.

Four factors are used to assess the price of a resident permit

- CO₂ emissions
- Fuel Type
- Number of cars in the household
- 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
	Additional vehicle charge (Price is multiplied by the number of other vehicles already holding a permit in the household)		+ £50
	Short controlled parking zone discount (Applies to parking zones where restrictions apply fewer than four hours a day)		- £15
Please note that a minimum permit price of £20 applies to all vehicles			

What if I have visitors?

Visitors may park in permit bays by using our visitor park by phone service, operated for the council by PayByPhone. 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 up to a capped all day fee of £4.50. Users are only charged during the hours the CPZ operates

Business Permits

Business permits are available for those that need vehicles for their business. The annual cost of a business permit is £800. This is comparable to other London boroughs.

What about customers and visitors?

Should a CPZ be introduced, the Council would ensure suitable parking facilities are provided for customers and visitors. These range from short term Stop & Shop bays, to Pay & Display and pay-by-phone options. Council officers will evaluate the types of businesses in the area and provide the most appropriate facilities.

Carers' Permit

There are two types of carers' permit. **Professional**, for those who visit multiple people at various locations and **Personal**, for those visiting one individual at a specific location. The annual cost of each permit is £45.

Blue Badge Holders & Motorcycles

Blue badge holders and motorcyclists, 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

Electric Vehicles - Charging Points and Dedicated Parking Bays

Ealing Council is currently working to provide a network of charging points for electric vehicles across the borough. The use of electric vehicles can help reduce local air pollution and CO2 emissions. Electric vehicle (EV) registrations are rising in Ealing and the Council continues to receive many requests from residents to introduce electric vehicle charging points (EVCPs) in its streets, particularly from residents without the ability to charge off-street.

The Council have already identified a number of locations across the borough where charging points are proposed and intend to introduce at least one EVCP in your area. As part of this consultation, whether you own an electric vehicle or are considering getting one, we want to hear from you. Please give us your views by responding to the relevant section within the CPZ questionnaire. Depending on the feedback received from residents, EVCPs may be implemented in your area.

For further information on electric vehicles and existing charging point locations, please visit

www.sourcelondon.net



Secure Cycle Storage

Do you cycle or have an interest in cycling, but lack the space to accommodate a bike at home? A bikehangar may be the answer. The introduction of bikehangars is part of the council's work to promote healthy and green travel options, and provide opportunities for residents to safely park their bikes for an annual fee of £72. Council policy also supports the installation of cycle parking on the carriageway in order to reduce clutter on the footway.

A bikehangar (shown above) is approximately the size of half a car parking space, and is designed to store 6 bikes securely on the street. If you are interested in having a bikehangar installed near you, please let us know by responding to the relevant section within the CPZ questionnaire. Depending on the level of demand, bikehangar's may be introduced in your area, even if a CPZ is not.

For further information, please visit www.cyclehoop.rentals

Brentside - Proposed Controlled Parking Zone



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/brentsidecpz

- Please ensure that you complete the appropriate survey depending on whether you reside in the **core** or **outer** consultation area
- Please be advised that only one response will be accepted per household.
- Do you have access to a computer, tablet or smartphone? Maybe your own or that of a friend, relative or neighbour? 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:

Monday 6 February 2023

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.

In line with the Councils CPZ Policy, if the majority of respondents support the proposals, a CPZ will be introduced. The exact extent of the zone and the operational times, will be determined by the responses to this consultation.

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 will usually become operational within approximately 6 months.

Further Information

If you require any further information regarding this consultation that is not covered within this information booklet, or you do not have access to the internet and require a paper questionnaire, you may contact us in Highway Services:

 cpz-consultation@ealing.gov.uk

 (020) 8825 9949