Oakley Avenue Area

Following requests from residents and the recommendation of Ward Councillors, the Council are consulting for a CPZ in your area. A recent parking survey carried out by the Council has identified a significant volume of parking pressure in the area.

While parking stress was evident previously, the area has been further burdened by the introduction of controlled parking in adjacent areas. This has resulted in Oakley Avenue and neighbouring roads, being the only uncontrolled streets in the vicinity and therefore, a prime location for those seeking free, long term parking.

Enclosed, you will find a plan of the consultation area and nearby, existing CPZs. Should controlled parking be introduced, the area will form an extension to the existing Zone G. The extension will be considered for implementation if the results of this consultation achieve the following criteria:

- A response rate of over 20%.
- 60% or more of the responses being in favour.

The results of this consultation will be presented to your Ward Councillors for their views and recommendations, before being reported to Cabinet for final consideration.

Once you have filled in your questionnaire, please return it to us using the freepost envelope provided.

If you require further information regarding this consultation, please contact us using the details listed within this document. Please complete this questionnaire. Your views are important.

The closing date for this consultation is 17 August 2012

Complete your questionnaire online at www.ealing.gov.uk/consultations
Proposed Oakley Avenue CPZ

Consultation area

Zone G

Existing CPZs
Consultation in Ealing – Controlled parking zone (CPZ)

Parking problems in Ealing
We are looking at ways of managing parking on the public highway as part of an overall transport plan. Introducing controlled parking zones is a way of dealing with parking problems and making our environment safer and cleaner.

However, they are not always popular. Some people think they should not have to pay for parking permits and visitor vouchers, or are worried about how restrictions on parking may affect businesses and residents.

How do controlled parking zones work?
In controlled parking zones, areas where it is safe to park are marked on the road. Residents, local businesses, and their visitors, are given priority to use a parking space by displaying a parking permit or voucher.

To make sure that shopkeepers don’t lose out, short-term parking, called ‘stop-and-shop’, is often introduced for shoppers within the zones. There are pay-and-display bays for casual visitors. Special permits are available for essential visitors such as builders and doctors.

During the hours in which the zone applies, parking attendants make sure that only those with a permit to park, or who have paid for short-term parking, park in the area. This makes sure that our roads are kept free from dangerous parking and that priority for parking is given to residents, businesses and their visitors.

In Ealing, we introduce CPZs in areas which suffer from parking congestion, and in response to demands from local communities. These include areas near train stations and town centres, or areas which suffer from ‘spill-over’ parking because drivers, especially commuters, look for free parking in other areas once a CPZ is introduced in an area they normally use.

Residential roads cannot provide parking spaces for an unlimited amount of cars. In some roads, there are already more parked vehicles than can be parked safely. If you do not park on the street during the hours when controls apply you will not need to buy a permit.

Have your say
We are consulting you to see if you want a controlled parking zone (CPZ) in your road. Whether you live or work in the area, whether you own a car, walk, cycle or use public transport, we want to hear your views.

In this leaflet we have tried to inform you how controlled parking zones work and to answer commonly asked questions.

If you want to help decide whether a CPZ is introduced in your area, please take part in the consultation by filling in the enclosed questionnaire and returning it in the prepaid envelope provided. Alternatively, complete a questionnaire online at www.ealing.gov.uk/consultations

If you want more information before making a decision, contact the Highways Parking team:

Anthony Crane
Email: cranea@ealing.gov.uk Tel: 020 8825 6710

Abdur Rashid
Email: rashida@ealing.gov.uk Tel: 020 8825 8052

We will listen to your views and take them into account. Please take part in this consultation. It’s your chance to have your say on whether a CPZ is introduced in your area in the near future.
Can I continue to park across my driveway?

Within a CPZ all lengths of the road must be marked, by law, with either a yellow line or a parking bay. This includes the dropped kerbs in front of driveways leading to individual properties. We are aware of the different opinions that this creates. Some residents prefer to have the driveway clear at all times and some residents prefer to allow their or their visitor’s car to park across their own driveway if they wish.

If a yellow line is placed across a driveway, nobody, including the resident or owner of that house, can park across it without risking the possibility of receiving a parking ticket. This only applies during the hours in which the CPZ operates. 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 (not applicable to shared driveways) and to seek enforcement action where necessary.

If a residents’ bay marking is placed across a driveway, then the driveway will be accompanied by a white advisory line, showing that access is needed at all times. However, permit holders using their own driveway or their visitors displaying a validated visitors voucher can park across the driveway without being penalised with a parking ticket. This option 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 throughout the CPZs in the borough.

The CPZ orders do have a requirement that no part of a vehicle should obstruct any vehicular access way.

This means that the dropped kerb can be enforced if obstructed by any vehicle that does not have the permission of the homeowner as the Council has the powers to relocate or move any such vehicle.

If your area becomes a controlled parking zone, then it is likely to form an extension to the existing Zone G. In which case, it is usual procedure for an extension to adopt the same conditions as the zone that it will join. Therefore, Option B will likely be implemented. However, if you have any specific objections or comments relating to this, please let us know.
What happens next?

We will analyse all responses we receive street by street, and will present them, together with any background information, to the ward members for their comments. Cabinet then decide whether a CPZ should be introduced, taking account of the consultation results and any comments or recommendations from the ward members.

Results of this consultation will be available on the Council’s website soon after reporting to Cabinet at www.ealing.gov.uk/council/committees. Internet access is available free of charge to borough residents at any library. Paper copies of the ward forum and Cabinet reports can be obtained by contacting committees@ealing.gov.uk or 020 8825 8007.

If a CPZ should go ahead, we will publish draft Traffic Orders and you will have another chance to comment. If a zone is introduced, we will invite you to apply for residents’ or business permits and vouchers about three weeks before the start of the scheme.
Your questions answered

We have tried to answer commonly asked questions about how CPZs work, tailored to how a zone could work in your area. If you have more questions, please come along to our exhibitions or contact the Highways parking team on 020 8825 6710 or 8052, or visit www.ealing.gov.uk

Where will the zone work?
We are consulting this area to see if a CPZ is needed. We also need to establish the strength of opinion to decide which streets should be included in the CPZ.

When will the zone work?
The operational hours of the proposed CPZ, are dependent on the consultation results and whether the proposed area is an extension to an existing CPZ, or an entirely new zone. Extensions will usual adopt the same operational conditions as the CPZ that they are proposed to join. For new zones, residents are asked to identify what they feel are the main causes of parking stress in the area. From the responses received, we will be able to determine the most suitable operating hours to tackle the parking pressure in the area.

How much will a residents’ parking permit cost and who can apply for one?
The cost of permits is £45 per vehicle for one year in CPZs that operate for shorter hours (e.g. 9am to10am and 3pm to 4pm) and £77.50 per vehicle for one year in CPZs that operate for longer hours (e.g. 9am to 5pm). Anyone whose permanent address is in the CPZ area and who owns a vehicle can apply for a resident’s permit. Permits allow you to park in any vacant resident or dual-use parking bay during the hours in which it applies. Dual-use bays are pay-and-display bays where permit holders can also park. You will need one permit for each vehicle you want to park on the street.

What if I have family or friends who want to visit?
You can buy visitors’ vouchers for family and friends and they can park in the residents’ bays. These cost 60p per hour, capped at £3.50 for all day. Vouchers are available in books of 10. We will monitor who applies for these books, and how many they apply for. Your visitors will need to put their vehicle details, and the details of the property they are visiting, on their vouchers. You will only need to use a voucher during the hours the zone works.

 Aren’t CPZs just a way to make money?
No. The costs of setting up and running a controlled parking zone are quite high. If we raise any money, by law we have to spend it on transport-related improvements.

What about parking for health visitors, people with disabilities, or people with motorbikes?
People with disabilities who are Orange or Blue Badge holders will continue to be able to park for free. Doctors, nurses, midwives and health visitors who need to visit patients in the area can apply for a general exemption permit. Residents with motorbikes will be able to park free of charge within residents’ bays. However, if motorbike parking becomes a problem, we will look at this again.

I have a business in the area – what about me?
Business permits are available if you need vehicles for your business. If you have off-street parking for your vehicles, you won’t qualify for any business permits. The yearly cost of business permits is £600 no matter when the zone applies. This cost compares well with local car park charges and other local authority CPZ charges for businesses.

What about my customers and visitors?
You can buy business visitor vouchers for £1.20 an hour, for use in residents’ bays. The vouchers are available in books of 10. You can only buy up to eight books at a time. We will monitor who applies for these books, and how many they apply for. Your visitors will need to put their vehicle details, and the details of the property they are visiting, on their vouchers.
In some cases, when CPZs are introduced, pay-and-display parking bays are provided, which visitors can use for up to five hours. These are for people visiting restaurants, bars, and leisure facilities, taking part in a religious occasion, going shopping, or who have an appointment. ‘Stop-and-shop’ bays (where parking would be free for up to 30 minutes) are also introduced to encourage people to use local shops.

**What about long-stay parking?**
If long-stay parking by non-residents is necessary, we could introduce pay-and-display parking, for up to 5 hours or longer, depending on need.

**Will any other restrictions apply within the zone?**
Parking close to junctions can obstruct visibility and prevent pedestrians, particularly children, from seeing approaching traffic. It can also obstruct pedestrian ramps, causing particular problems for wheelchair users and people with prams and pushchairs. All road junctions within the zone will be protected by marking them with double yellow lines that apply at all times.

**Can the parking controls be changed once they have been introduced?**
Once a CPZ is implemented, we monitor its operation within the first few months. During this period, residents are welcome to raise any concerns they may have about the zone or request restrictions to be changed. Certain restrictions may then be altered if necessary and/or feasible. A full review of the zone is then undertaken after 12 months of operation. We will consult households and businesses as part of this review.

**What other types of permit are there?**
Allotment Permits – If there is an allotment in the proposed zone and you are a registered keeper of an allotment, but live outside the zone, you will be entitled to purchase an ‘Allotment Permit’ for £30.00 (per vehicle). This will allow you to park during the zone’s operational hours.

Religious Permits – Religious places of worship may apply for up to 25 Religious Permits at £30 per permit. These permits allow parking during the time of operation of the zone and are issued to the manager of the establishment for distribution to members. However, religious permits are only to be used when attending the place of worship.

**I live in a private road. Do I have to purchase a permit?**
Parking controls will not be placed in private roads or non-highway roads within housing estates. A permit to park is not required when parking in private or non-highway roads.
This consultation explains our proposed controlled parking zone in your area.

It may be necessary for you to contact someone who speaks your language to help you understand this leaflet. We would encourage you to do this as we would like to have your views on the proposals.