Fielding Primary School Area

The Council have received a number of requests for controlled parking including an extensive petition from residents in the Fielding Primary School area. Following these requests and on the recommendation of Ward Councillors, the Council are consulting for controlled parking in your area.

A parking survey undertaken by the Council, has identified those roads experiencing the highest levels of parking pressure. As a result of these investigations and discussions with Ward Councillors, we have identified the core area of parking concern as illustrated in the enclosed plan. This is the area we are consulting for controlled parking. However, in recognition of the possible impact of further parking displacement, we are also consulting residents in surrounding roads. Should a CPZ be introduced in the core area, additional roads from the outer area may then be included in the zone, should there be sufficient demand to do so.

Public Exhibition

As part of the consultation, the public are welcome to attend an open day where preliminary plans of the scheme will be on display. Council officers will also be present to provide further information and to answer any queries you may have relating to the proposals.

Exhibition details:  
Sunday 30 March 2014 – 11am to 4pm  
Northfield Community Centre, Northcroft Road, W13 9SS

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.

Please read the enclosed information and give careful consideration to the proposals. Your views are important and this is the opportunity for you to have your say.

The closing date for this consultation is
18 April 2014

Complete your questionnaire online at www.ealing.gov.uk/consultations
Alternatively, return the completed form using the prepaid envelope provided.
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 also pay & display and pay-by-phone facilities for visitors requiring parking for longer.

During the hours in which the zone applies, parking attendants make sure that only those with a permit or voucher to park, or who have paid for short-term parking, park in the area. This relieves parking stress and ensures 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 or voucher.

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.

We will listen to your views and take them into account. Please take part in this consultation. It is your chance to have your say on whether a CPZ is introduced in your area in the near future.
What is the difference between the Core Area and Outer Area and how does it affect me?

What is the difference between the Core Area and Outer Area and how does it affect me?

Core area: The area(s) that are identified to be most affected by parking pressures.

Outer area: An area surrounding the core area that may bear the brunt of displaced parking should a CPZ be introduced nearby.

The consultation results of the core and outer areas will be considered independently. Once the consultation is completed, we will analyse the responses on a street by street basis to enable us to make the most appropriate recommendations to Cabinet. Should officers consider recommending a CPZ in all or part of the core area, further consideration will then be given to recommending the control of streets in the outer area where there is a demand for inclusion.

If part or all of the outer area is considered for controlled parking, the zones in which they are included will be determined by their location and discussions with Ward Councillors. For example, Fulmer Way, Chalfont Way and Burnham Way would likely form an extension to the existing Zone N whereas those roads between Boston Road and Ciltherow Avenue would likely be considered for inclusion in Zone GG.

In this leaflet we have tried to inform you how controlled parking zones work and to provide answers to commonly asked questions. If you wish to have your say on whether a CPZ is introduced in your area, please take part in this consultation by completing the questionnaire online at www.ealing.gov.uk/consultations. Alternatively complete the enclosed questionnaire and return it using the prepaid envelope provided.

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.

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 comments relating to this, please let us know.
What happens next?

We will analyse all responses we receive and 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 having regard for the Council’s statutory duties...

Results of this consultation will be available on the Council’s website soon after reporting to Cabinet at www.ealing.gov.uk/council/committees.

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 contact the Highways parking team on 020 8825 6710 or 8052, or visit www.ealing.gov.uk

Where will the zone work?

Depending on the outcome of the consultation, the CPZ will operate within the core area detailed on the enclosed plan. Some roads from the outer area may also be included should there be demand for their inclusion.

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 usually 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 resident permits depends on the length of time a CPZ operates. For example, for those zones that only operate for 2 hours per day (e.g. 9am to 10am) permits are available for £50 per year. However, for zones that operate all day (e.g. 9am to 6pm) permits are £80 per year. Anyone whose permanent address is in the CPZ area and owns a vehicle, may 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 operates.

What are dual-use bays?

Dual-use bays, or shared-used bays as they are also referred, are permit holder bays that also provide, pay & display, pay-by-phone or free short term parking. Dual-use bays are often proposed in residential roads that also have shops, providing parking for customers as well as additional parking for residents. Like standard pay & display bays, dual-use bays are only proposed where there are no residential frontages. This is to ensure that users do not encroach upon the parking facilities prioritised for residents by their homes.

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 £4.50 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 operates.

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 who disabilities who possess a blue badge, may continue to park for free. Doctors, nurses, midwives and health visitors who need to visit patients in the area may apply for service vouchers. Residents with motorbikes will be able to park free of charge within residents’ bays.

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 and pay-by-phone parking bays are provided, which visitors can use for longer 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 it is free to park for specific period of time) 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 and pay-by-phone 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?

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.

Do I have to purchase a permit?

Parking controls will not be placed in private roads or non-highway roads. 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.
Do you want a controlled parking zone in your road?
Whether you live or have a business in the area, use a car, walk, cycle or use public transport, your views are important.

If you want us to take account of your views, please fill in this questionnaire.
If you are responding on behalf of a business, please write your business name here.

Name: ____________________________________________________________________________________
Address:  ________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
__________________________________________________  Postcode: ____________________________

IMPORTANT – Please ensure that you provide these details so that your response can be analysed against your street.

1  Are you responding as a… (please select one answer only)
   Resident  []  Business  []  Both  []

2  Would you like controlled parking introduced in your area?
   Yes  []  No  []

3  Do you believe there is parking pressure in your area? If so, what do you think are the main causes of this parking pressure?
   Please specify below:
   [ ] No parking pressure
   [ ] Workers/Commuters
   [ ] Shopping Centre/High Street
   [ ] School/College etc.
   [ ] Business/Industrial Centre
   [ ] Other (please specify)  ____________________________________________________________________

From your responses, we will be able to determine what the most effective operating times for a zone are likely to be. For example, if the main cause of parking pressure is commuters, it may be that 2 hours of operation will be sufficient, whereas being in close proximity to a shopping centre may require a zone that operates throughout the day. It is Council policy to introduce the minimum hours necessary to deal with major parking problems.

Remember, you will need to display a permit if you park on the street for the times that any controlled parking zone may operate. You will also need to give your visitors “visitors’ vouchers” if they park on the street during this period.
4 If a CPZ were to be introduced, what operational times do you think would be most suitable?

- [ ] Hour Periods (e.g. 9am to 10am and 3pm to 4pm)
  Generally used to alleviate the pressure experienced from all day commuter parking. 2 hours is usually sufficient in dealing with this problem and does not impose all day control on the area. Hour periods are more practical for visitors and tradesman working in the area. They are also beneficial to local businesses, ensuring that adequate parking is available throughout the day, for both short and long term visits.

- [ ] Day Controls (e.g. 9am - 5pm)
  If an area experiences parking pressure from various sources during the day, hour periods may not be sufficient. As well as preventing commuter and long term parking, all day control also ensures an area will be free from shoppers and those seeking short stay parking.

- [ ] Day and Evening Controls (e.g. 9am - 9pm)
  Some areas located close by to busy shopping centres, restaurants, gymnasiuums and other night spots may suffer from further parking pressure during the evening. In some cases, residents may have difficulty parking upon their return home from work. All day operation provides additional control and further assurance of parking being available.

5 If a CPZ were to be introduced and you have a driveway, would you prefer a white line or yellow line? (please refer to page 5 for further information)

- [ ] Yellow line (Option A)
- [ ] White line (Option B)

6 Do you have any further comments?
(for example, on existing parking restrictions in the area, changes to current restrictions, operating times, special business needs and so on)

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Please use additional pages if necessary

Ealing Council will use the information you have provided as part of this public consultation to help us understand your concerns in order that we can plan and develop a service that meets the needs of the community. Reports or plans produced from this consultation will not disclose any personal information.

Under the Data Protection Act 1998 you may write to the Data Controller at Perceval House, 3rd Floor NW, 14-16 Uxbridge Road, Ealing W5 2HL, and request a copy of the information we hold about you. When you write please tell us which services you have been dealing with and any other information that you think will assist us in locating your information.

If you need any further information, please contact: OR

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

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

Thank you for filling in this questionnaire. We need your comments by 18 April 2014. We will listen to your views and take them into account. For more information on what will happen next, please see consultation booklet. Thank you for your help.
Fielding Primary School Area: Outer 1
Public Consultation Questionnaire
Controlled Parking Zone

Do you want a controlled parking zone in your road?
Whether you live or have a business in the area, use a car, walk, cycle or use public transport, your views are important.

If you want us to take account of your views, please fill in this questionnaire.
If you are responding on behalf of a business, please write your business name here.

Name: ___________________________________________________________________________________
Address: ________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
__________________________________________________ Postcode: ____________________________

IMPORTANT – Please ensure that you provide these details so that your response can be analysed against your street.

1 Are you responding as a… (please select one answer only)
   Resident ☐ Business ☐ Both ☐

2 Should a CPZ be introduced in the core area, as shown on the plan, would you like your road to be considered for inclusion?
   Yes ☐ No ☐

3 Do you believe there are parking pressures in your area? If so, what do you think are the main causes of this parking pressure?
   Please specify below:
   ☐ No parking pressure
   ☐ Workers/Commuters
   ☐ Shopping Centre/High Street
   ☐ School/College etc.
   ☐ Business/Industrial Centre
   ☐ Other (please specify) ___________________________________________________________________

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If a CPZ were to be introduced and you have a driveway, would you prefer a white line or yellow line? (please refer to page 5 for further information)

- Yellow line (Option A) [ ]
- White line (Option B) [ ]

Do you have any further comments?
(for example, on operating times, special business needs and so on)

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If you need any further information, please contact:

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