

SERVICE AREA: POLICY AND REGENERATION

Report ref	Report title
E&C-05/06-009	Draft Parking & Enforcement Plan (PEP)
<p>Summary</p> <p>This note provides an update of the Council's Draft Parking & Enforcement Plan (PEP), and includes:</p> <ul style="list-style-type: none"> • Explaining how the results of consultations that took place in May 2005 are still relevant to date; • What updated consultations are taking place. <p>On 23 May 2005 the Transportation Service Unit held a Parking Conference, whereby representatives from the Council's Resident's Associations, businesses, public transport providers, Members and officers, convened to discuss parking issues in Brent. Some 76 invitations were posted out resulting in a well attended Conference - with 33 attendees (not including officers and members).</p> <p>The main focus of the Conference was the participation in workshops on four topics:</p> <ul style="list-style-type: none"> • Controlled Parking Zones and their design; • Parking Enforcement issues; • Sustainable transport; • The Future of Transport. <p>The workshop 'titles' were intentionally broadly based, and this is one of the reasons why the results of the exercise are still relevant, albeit some 18months after the event. To illustrate the fact that what was learned from this event is still relevant (and has not expired since May 05), a resume of the outcome of each workshop is set out below.</p> <p>The following main discussion points received common consensus from the groups (i.e. – a majority of the group were in agreement about each point). This way, more radical and perhaps 'off-the-cuff' comments were not accepted as being the 'general viewpoint', neither were they discarded. The Strategy section still holds the 'individual comment' and assessed all of these after the event.</p> <p>A) Controlled Parking Zones and their design</p> <ol style="list-style-type: none"> 1) CPZ schemes reviewed; 2) More informative consultation documents; 3) More options for operational hours, 1 or 2 hour zones wanted; 4) Review of trade permits; 5) Yellow lines introduced/enforced at junctions; 6) The Council should be open about the advantages and disadvantages of a CPZ in their consultation documents. 	

B) Parking Enforcement issues

- 1) Improved information website, leaflets, consultation documents;
- 2) Customer friendly approach to permit holders;
- 3) The use of CCTV cameras for enforcement;
- 4) Clarity about Bank Holiday enforcement;
- 5) Review of operational times of CPZs
- 6) Review of policy around churches, mosques and temples;
- 7) Discretion for parking at weddings and funerals
- 8) The possible introduction of 1 hour parking.

C) Sustainable transport

- 1) Public transport needs are not being met by the service providers;
- 2) Passenger safety;
- 3) Integrated transport links between bus and rail;
- 4) Traffic congestion and bus lanes;
- 5) Commuter parking issues;
- 6) Quality information about routes, costs, etc...

D) The Future of Transport

- 1) Better information about bus routes;
- 2) Lower cost of public transport to encourage its use;
- 3) The publication of the true cost of car ownership;
- 4) The introduction of a Brent Car Club;
- 5) Passenger safety;
- 6) Cycle lanes and destinations rethought
- 7) Holistic approach to policies;
- 8) CPZ design review.

As can be seen in this summary of the workshops, comments were broad and not time sensitive, for example, passenger safety is as relevant an issue (if not more so) today as it was in 2005. The need for the Council to constantly improve the quality of information it disseminates, either by paper form or via media such as websites, remains increasingly important, and is as relevant today as it was at the time of the Conference. This is not to say that many of the 'findings' of the event were not implemented (such as consultation leaflet / general consultation quality) – moreover – it emphasises the need for continual improvement, and reinforces how no organisation can afford to rest on it's laurels.

Updated consultations taking place.

The Council continues to consult stakeholders on operational parking issues, such as on the implementation of new CPZ's. On parking related and strongly linked sustainable transport/ policy issues, the Council is strongly led by the London Transport Strategy.

Throughout 2005 and 2006, the Council has been developing the borough's response to the London-wide Transport Strategy, known as the Brent Local Implementation Plan (LIP), 2007-2011. This plan sets out a broad spectrum of transport areas and will be used to secure funding from Transport for London (TfL) over the next four years. Chapter 7 of this document is the Parking & Enforcement Plan. The LIP is in the final stages of being approved by the Greater London Authority (GLA) and TfL. Officers anticipate an 'approved LIP' by end October/early November 2006.

The process which has led to this document being submitted involved significant consultation over the last 18 months. This included an 8-panel A4 fold-out full colour leaflet being posted to every household in the Borough as an insert in the Brent Magazine. Presentations were made to every Area Consultative Forum as well as other forums. Individual focus group sessions were held by independent groups on behalf of the Council with specialist consultees that are broadly acknowledged as often been overlooked in large consultations, such as mobility groups and groups involving older people and people from specific ethnic backgrounds.

The LIP participation events were hugely successful, resulting in an entire Chapter of the LIP that not only received early praise from TfL, but which largely informed the Equalities Impact Assessment, which was praised by the Council's officers that specialise in commenting on and assessing such processes. The LIP is such a vast document (in excess of 1,000 pages) that it has taken longer than anticipated for Transport for London to feed their comments on the Draft-LIP back to the Council so officers could amend and re-submit for final approval.

Once the LIP has been approved, and the principals and policies included in the LIP Parking and Enforcement Chapter are, by default, agreed by the Mayor's office, the Council will be able to progress the final development and honing of its Parking and Enforcement Plan through to Member approval and publication.

Nature of Decision to be taken/Intended Outcome

None, this note is for information only.

Timescale for decision:

N/A

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