

Version Drafted	Date Drafted	Notes <b>(Please update the version number in the footer)</b>
v1.0	18 <sup>th</sup> May 2004	
V1.1	2 <sup>nd</sup> June 2004	Financial Implications amended

**Committee:** Highways Committee

**Above**

**Below**

**Date:** 15<sup>th</sup> June 2004

**Confidential Line**

<b>Report Title :</b>	<b>Valley Drive Area, Kingsbury – Proposed ‘Pilot’ scheme of short duration parking controls</b>
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**Consultation :** Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

**List of attachments**

File Names	Version / Date Drafted	Notes

**LONDON BOROUGH OF BRENT  
HIGHWAYS COMMITTEE 15<sup>th</sup> JUNE 2004**

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:

Fryent

<b>REPORT TITLE :</b>	<b>Valley Drive Area, Kingsbury – Proposed ‘Pilot’ scheme of short duration parking controls</b>
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**1.0 SUMMARY**

- 1.1 This report informs members on the outcome of consultations with Fryent Ward Councillors, the Chair of this Committee and representatives of the Valley Farm Residents Association (VFRA) on a proposed pilot scheme of short duration parking controls for the Valley Drive area of Kingsbury.

**2.0 RECOMMENDATIONS**

- 2.1 That Committee notes the contents of this report.
- 2.2 That Committee approves a pilot scheme of parking for the Valley Drive area, as shown at Appendix A, and as detailed at Items 8.4 & 8.5 of this report.
- 2.6 That a report be brought to a future meeting of this Committee following a review of the pilot scheme.

**3.0 FINANCIAL IMPLICATIONS**

- 3.1 Detail cost estimates for the implementation of the Valley Drive Area pilot scheme, if supported and progressed, will be reported to Committee following the outcome of informal consultations. Committee is however requested to note that the revenue funding available to the Transportation Service Unit has been approved for CPZ measures elsewhere in the borough, and additional funding will therefore need to be identified if the pilot scheme is to be progressed. The staffing costs associated with initial consultations will be met from existing revenue funding for the current financial year for the development of CPZ schemes.
- 3.2 The impact of a pilot scheme in the Kingsbury area would have a very minor effect on the performance of the parking account. However, it will set a precedent for this type of scheme which could ultimately be very widespread.
- 3.3 The impact of the widespread use of very short duration CPZ's, or similar parking control schemes, is likely to result in a significant reduction in the level of income from permits and PCN's. This would reduce the ability of the parking account to be self financing, restrict or inhibit budgets to implement future CPZs and CPZ reviews, and ultimately restrict the ability to enforce parking restrictions in the borough effectively with consequent road safety implications.

- 3.4 Any reduction in income on the parking account will have an impact on the amount of revenue funding required by the Transportation and StreetCare Service Units to maintain the current level of service in respect of engineering schemes and parking enforcement.

#### **4.0 STAFFING IMPLICATIONS**

- 4.1 The Transportation Service Unit will undertake the public consultation, statutory consultation and implementation work in respect of any decisions agreed by this Committee.

#### **5.0 ENVIRONMENTAL IMPLICATIONS**

- 5.1 The implementation of parking control schemes is in line with Government guidelines and policies relating to integrated transport policy and road traffic restraint. The measures will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

#### **6.0 LEGAL IMPLICATIONS**

- 6.1 Any schemes approved for implementation will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

#### **7.0 DIVERSITY IMPLICATIONS**

- 7.1 All public consultation material includes a section written in the most common languages used in the Borough with an explanation of how more information about proposals can be obtained. Consultation material can also be provided in large print if required.
- 7.2 Parking schemes take account of the requirements of the different religious organisations in the borough in respect of parking needs for community establishments during the design of projects and through the consultation process.
- 7.3 Parking schemes also take account of the needs of people with disabilities through parking dispensations for blue/orange badge holders in parking places which allow parking without charge or restriction on length of stay and through the provision of disabled persons parking places in order to assist the mobility impaired. The control of on street parking also allows greater access to crossing points and at road junctions by preventing obstruction at these locations in order to assist pedestrians particularly the blind or visually handicapped.

#### **8.0 DETAIL**

##### **Background**

- 8.1 The April 2004 Committee considered a report detailing the results of investigations carried out by officers to establish the viability of 'one-hour' or other short duration

Controlled Parking Zones (CPZs) in response to frequent requests received from residents and residents associations.

- 8.2 Officers had been requested to undertake these investigations following previously unsuccessful consultations on CPZ proposals for the Kingsbury area. The proposals developed were rejected at that time but there were indications that support existed for a scheme with shorter duration parking controls. The Valley Farm Residents Association (VFRA) had requested the consideration of 'single yellow line' waiting restrictions only as an alternative method to the proposed CPZ as a means of parking control. Officers reported that such an option would not be viable in terms of operation and enforcement and Committee therefore agreed that this particular option be rejected.
- 8.3 The report to the April 2004 Committee recommended that a 'pilot' short duration CPZ be progressed to consultation in the Kingsbury area, however Committee deferred a decision on this pending further consultations with ward members and representatives of VFRA.
- 8.4 A consultation meeting between officers, the Chair of this Committee, Fryent Ward Councillors and representatives of VFRA was held on 11 May 2004 to consider the basis of a pilot scheme of short duration parking controls for the Valley Farm area, as shown at Appendix A. It was agreed that a pilot scheme be developed for this area to incorporate the following:
- 'Double yellow' line waiting restrictions at road junctions and corners to maintain access and improve road safety
  - 'Single yellow' line waiting restrictions across driveways
  - Parking places ('bays') demarcated with 'broken' white lines where it is considered safe to permit parking, for use by local residents and their visitors only (Note: It is Council policy to permit 'Blue Badge' holders to park without charge or time restriction in any permit holder or 'pay & display' bays)
  - Maximum provision to be made for on-street parking
  - The operational times of the single yellow lines and parking places to be a single hour in the day; for example, from 11 am to 12 noon. Parking on street will be prohibited on the single yellow line for this hour only, and will also apply to local residents. Residents and their visitors only will be permitted to park in designated bays during this hour provided a suitable means of identification, such as a permit or disc, was displayed in the vehicle
  - Residents with off street parking, or those who will not need to park on street during the restricted hour, will not be required to purchase a permit/disc
  - The Council's parking attendants will only enforce the single yellow lines and parking places during the single hour; outside these times parking will effectively be unrestricted, other than on the double yellow lines, which will be regularly monitored and enforced.
  - No provision will be made for 'pay & display' parking.
- 8.5 It was agreed that the duration of the pilot scheme be six months and that the cost of permits for this period be £25 (reduced to £12.50 for vehicles with engine sizes 1100 cc or less) and that the scheme and charges be reviewed after this period.

- 8.6 Officers were requested to prepare draft consultations for the pilot scheme for approval by local ward members prior to the wider consultation with the Valley Farm area residents. This was underway at the time of writing this report and it is anticipated that the drafts will be available for members' comments in early June 2004, and subject to approval, consultations will be carried out between mid-June and mid-July 2004.
- 8.7 Committee is requested to note that if support is identified for the pilot scheme, implementation will be subject to the availability of funding. The funding currently available to the Transportation Service Unit for parking schemes has been approved for Controlled Parking Zones (CPZs) elsewhere, as reported separately in this Agenda.

## **9.0 BACKGROUND INFORMATION**

### **Details of Documents:**

- 9.1 L.B. Brent Parking Strategy  
A New Deal for Transport: Better for Everyone (DETR)  
Traffic Management and Parking Guidance for London (GOL)
- 9.2 Any person wishing to inspect the above papers should contact Satnam Sahota, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,  
Telephone: 020 8937 5141

**Richard Saunders**  
**Director of Environmental Services**

