

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 13TH OCTOBER 2004**

FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:
Fryent

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

- 1.1 This report informs members on the outcome of the informal consultation which was carried out in August 2004 on a proposed pilot scheme of short duration parking controls for the Valley Drive area of Kingsbury as described in paragraphs 8.4 and 8.5 and at Appendix A of this report.

2.0 RECOMMENDATIONS

- 2.1 That Committee notes the contents of this report.
- 2.2 That Committee notes the results of the public consultation and resolves not to proceed with the short duration parking controls for Valley Drive area of Kingsbury.

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 had not been specifically identified for the pilot scheme if it was 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 had 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.

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 deferred to 15th June Committee 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. The consultation was carried out in August /September 2004 and the details and the results of the consultation are appended in appendix A of this report.

8.7 Summary of the results

Crundale Avenue, Mersham Drive, Valley Drive, Waltham Avenue, Wyndale Avenue were consulted on the scheme. The results of the consultation indicated that only Crundale Avenue supported the scheme. Out of 90 questionnaires delivered in Crundale Avenue 42(46%) were returned, 26 were in favour and 16 against the scheme. Although the majority of residents of Mersham Drive, Valley Drive,

Waltham Avenue and Wyndale Avenue expressed that they do not experience any parking difficulties and generally are not in favour of the scheme, the majority of respondents supported the suggested operational hours of 11am to 12noon, Monday to Friday. In conclusion although there is support from Crundale Avenue the majority respondents in all other streets did not support the scheme. It is therefore recommended by officers that the Committee agrees not to proceed with the scheme.

9.0 BACKGROUND INFORMATION

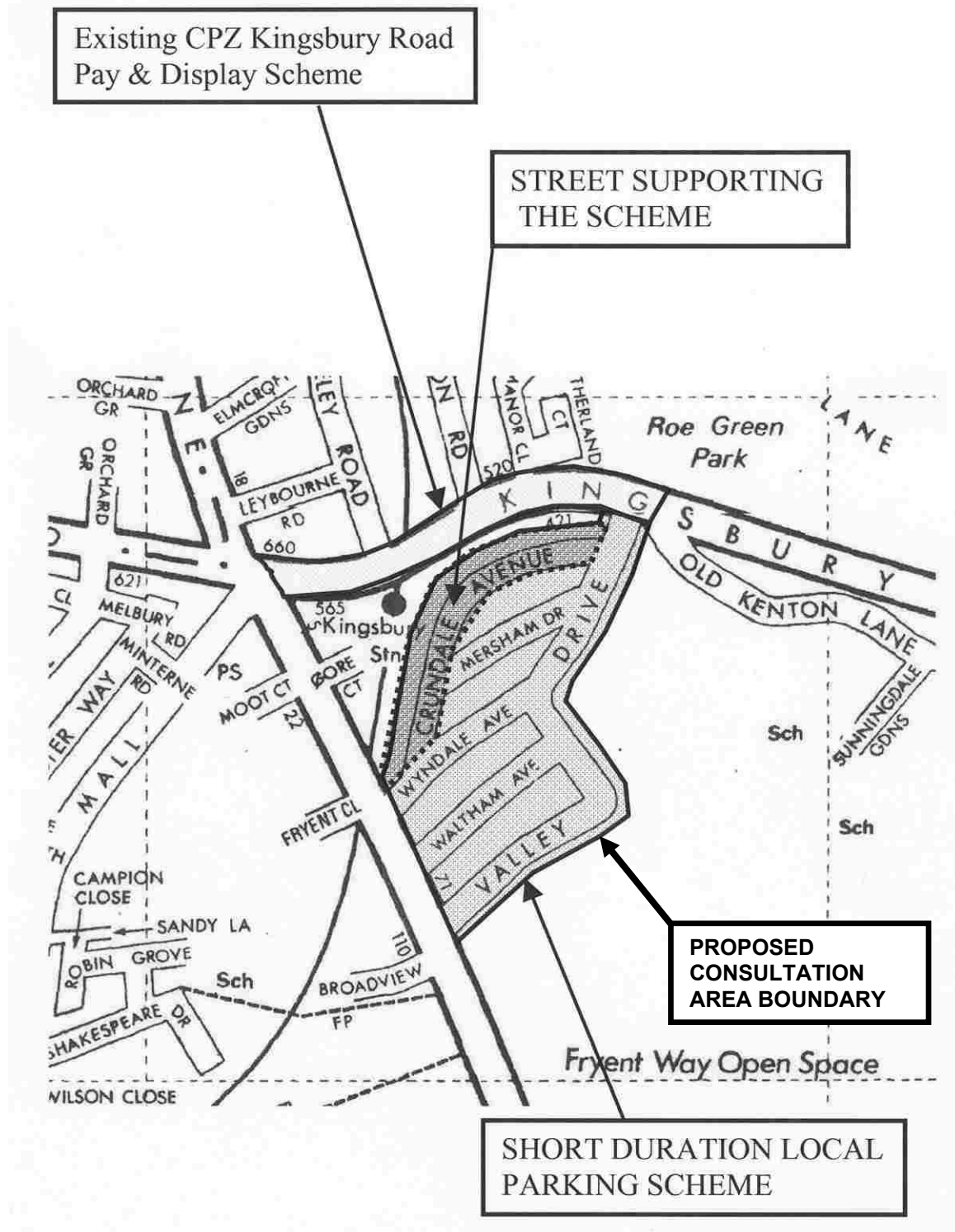
Details of Documents:

- 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

Valley Drive Area, Kingsbury – Proposed ‘Pilot’ scheme of short duration parking controls

APPENDIX A – Proposed consultation area boundary



VALLEY FARM AREA - ZONE VF

PROPOSED 1 HOUR RESIDENTS

PARKING SCHEME



Parking Control measures to remove commuter parking

from: **CRUNDALE AVENUE**
MERSHAM DRIVE
VALLEY DRIVE
WYNDALE AVENUE
WALTHAM AVENUE



THE PROPOSED CONTROLLED PARKING ZONE (CPZ) FOR THE KINGSBURY STATION AREA

WHY WILL I PERSONALLY BENEFIT?

This is for local residents to decide on. It is suggested that the scheme operates from 11am to 12noon, Mon. - Fri. This means that parking will not be allowed on the single yellow lines during that hour and only those vehicles displaying a valid permit or voucher will be permitted to park in the parking bays between 11am to 12noon Mon.-Fri. So, before 11am and after 12noon parking will be free in the bays and on single yellow lines.

HOW WILL THE SCHEME BE OPERATED?

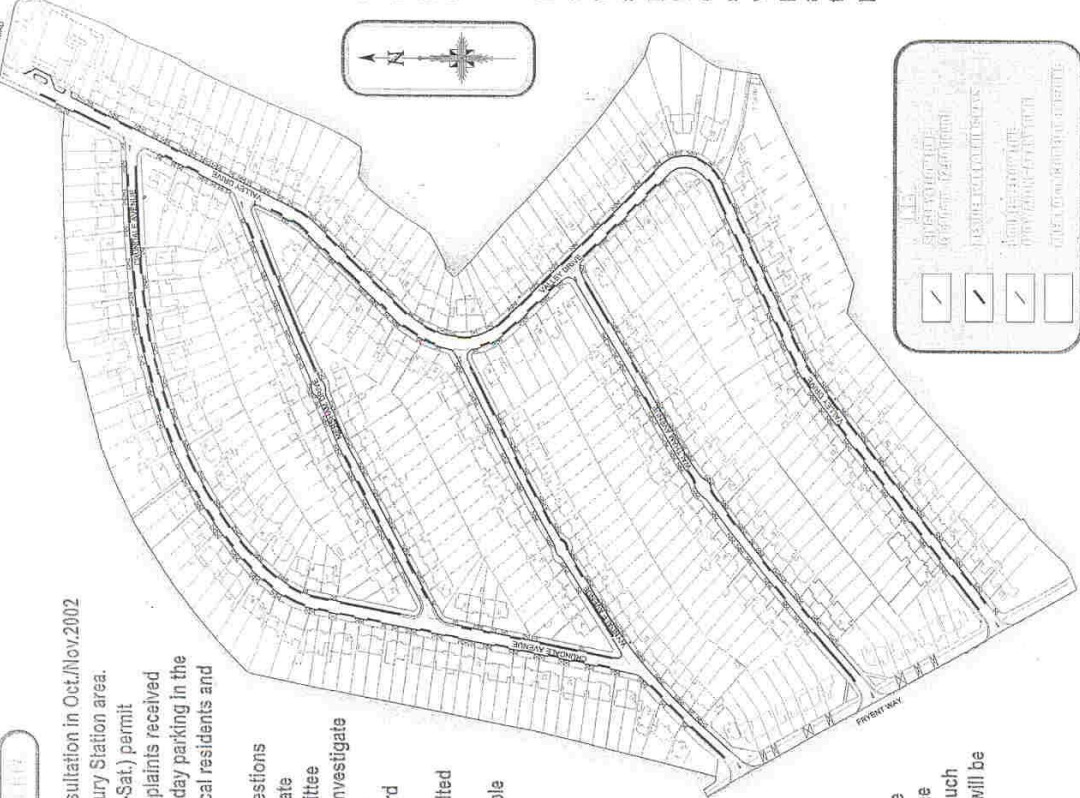
The Council's parking attendants will visit the area during the operational times of parking control. Any vehicle parked in a bay and not displaying a valid permit or parked on a single yellow line, will be ticketed or even towed away.

HOW MUCH WILL IT COST TO RUN THE SCHEME?

Because this is a pilot scheme, it will run initially for 6 months, and a residents permit will cost £25.00 (for six months) which is about £1.00 a week. A second permit will cost £37.50 and the third permit £50.00. A maximum of three permits per household is allowed. You only need to purchase the permits if you need to park on the street during the times of operation. If you have visitors arriving when the parking scheme is operational, you will need to provide them with a visitor's Voucher/Permit. Visitor's Vouchers have to be purchased in advance and will be available in books of 10 at a cost of £5.00 per book (50 pence per voucher). Alternatively, those residents who receive regular visitors may wish to purchase a Visitors Permit for 6 months at a cost of £37.50

KEY

- Single yellow lines (8am-6.30pm Mon.-Sat.) permit
- Double yellow lines (anytime)
- Controlled parking zone
- Single yellow lines (11am-12noon Mon.-Fri.) permit
- Other Controlled parking zone



HOW WILL THE SCHEME BE OPERATED?

You will recall that Brent Council carried out a consultation in Oct./Nov.2002 on a Controlled Parking Zone (CPZ) for the Kingsbury Station area. The proposal was for an all day (8am-6.30pm Mon.-Sat.) permit parking scheme and was suggested following complaints received from local residents about commuter and other all day parking in the area. The CPZ proposals were not supported by local residents and the Council decided not to take any further action. During the consultation the Council received suggestions from the area for a parking control scheme to operate for 1 hour during the day. Brent's Highways Committee agreed that the Council's traffic engineers should investigate this further. Their investigations were completed in April 2004 and following discussions with local ward councillors and residents of the area it was agreed that the residents of the Valley Farm area be consulted on a 'pilot' local residents parking scheme which would operate for a short time in the day, for example from 11 am to 12 noon, Mon. to Fri.

HOW WILL THE SCHEME BE OPERATED?

Parking bays will be marked out in the roads within the boundary shown on the map here. Where it is not safe to park, yellow lines will be painted; for example, double yellow lines at junctions and corners, and single yellow lines across driveways. The important point is that maximum use will be made of the kerbside space for parking for residents and their visitors. Only residents and their visitors, will be allowed to park in the parking bays in the area shown. To make sure that commuters do not park in these bays some form of identification will be required for vehicles, such as a permit. Again only residents and their visitors will be eligible for permits.

WHAT HAPPENS NEXT?

The proposed parking control measures shown overleaf will be on display at:

Kingsbury One Stop Shop
522-524 Kingsbury High Road
NW9 9HE
Opening Hours 9:00am - 5:00pm
Monday - Wednesday

Please come along and view the plans.
The display will take place between:

Monday 26th July 2004
Until
Friday 17th September 2004

Your views on the proposals are very important to us and therefore a questionnaire is enclosed with this leaflet for this purpose.

We would be grateful if you could take the time to fill in this questionnaire and return the form to us by Friday 17th September 2004 using the pre-paid postage provided.

Please make sure you use the questionnaire provided to respond as photocopies will not be accepted.

Thank you.

ANY QUESTIONS?

If you have any comments or queries about the proposals and wish to speak to an Engineer involved with the scheme before returning the questionnaire you can contact us by telephone on

020 8937 5132 / 5185

or by e-mail at:
transportation@brent.gov.uk

London Borough of Brent
Transportation Service Unit
Brent House
2nd Floor East
349-357 High Road
Wembley
HA9 6BZ



Sent 22/07/04

QUESTIONNAIRE (VF area)

Notes for guidance:

- Please check the address overleaf is yours and then complete and return the questionnaire by 17th September 2004, using the prepaid postage provided (no stamp needed).
- Only a questionnaire issued by the Council should be used to respond to the consultation and no photocopies or other material will be counted,
- If there are any errors in your form or you are aware that a neighbour or another person in the area has not received a questionnaire then the Traffic Management Section should be contacted on 020 8937 5132 or 5185 for assistance,
- Your response is protected as required by the Data Protection Act and cannot be identified,
- **Please do not use glue or sellotape to seal this questionnaire. Thank you.**

1. Do you experience any parking difficulties in your street? YES NO

2. Are you in favour of a resident's parking scheme in your street? YES NO
If 'NO', please go to Question 7

3. Do you support the suggested operational hours of 11 am to 12 noon, Monday to Friday in the information leaflet?
YES NO

4. Would you prefer different operational hours for the scheme? (these other options are also in the middle of the working day to deter commuters)

MONDAY TO FRIDAY 12 noon – 1pm

MONDAY TO FRIDAY 1pm – 2pm

5. Do you think the scheme should operate on a Saturday? YES NO

6. If you do not support any of the suggested operational hours above what are your preferred days/hours of operation?
.....am to.....pm.....(day) to.....(day)

7. If you own a vehicle, where do you usually park it? On the road
(Garage, driveway, etc.) Off street

Do you have any comments about the proposals? Please be brief and write clearly.

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ZONE VF
PUBLIC CONSULTATION ANALYSIS

Zone VF Public Consultation Results August 2004

Road Name	Question. Delivered	Question. Received (%)	Question 1			Question 2			Question 3		
			Yes	No	Don't Know	Yes	No	Don't know	Yes	No	Don't Know
Crundale Avenue	90	42(46%)	32	10	0	26	16	0	28	6	8
Mersham Drive	42	22(52%)	5	16	1	7	14	1	6	7	9
Valley Drive	163	65(40%)	15	49	1	20	43	2	18	16	31
Waltham Avenue	50	19(38%)	3	16	0	6	13	0	6	5	8
Wyndale Avenue	46	25(54%)	7	18	0	9	15	1	11	7	7
Total	391	173(44.24%)	62	109	2	68	101	4	69	41	63

NB: If a road within the consultation area does not appear in the above table, then no questionnaires were received for that road.

Question 1 - Do you experience any parking difficulties in your street?

Question 2 - Are you in favour of a resident's parking scheme in your street?

Question 3 - Do you support the suggested operational hours of 11am to 12noon, Monday to Friday?