



Highways Committee
22nd March 2006

**Report from the Director of
Transportation**

For Action

Wards Affected:
Preston

Report Title: Preston Road- Area Parking

Forward Plan Ref: E&C-05/06-065

1.0 SUMMARY

- 1.1. This report informs Members on the outcome of investigations carried out by Officers into a petition requesting 'free parking' in Preston Road in the vicinity of Preston Road Station, and recommends the extension of the existing 'Free 1-hour' parking scheme in operation in Preston Road between The Avenue and Uxendon Crescent.

2.0 RECOMMENDATIONS

- 2.1 That Committee notes the outcome of Officers' investigations in response to a petition requesting free 1-hour parking in Preston Road.
- 2.2 That Committee agrees that Officers consult with traders and businesses in Preston Road on the introduction of a free 1-hour parking scheme as detailed at Items 3.7, 3.8 and 3.9 for an experimental period of 12 months, and to proceed with the scheme implementation subject to majority support and satisfactory statutory consultation.
- 2.3 That Committee authorises the Director of Transportation to consider objections and representations to the statutory consultation mentioned in the Detail part of this report and that he report back to members if there are substantial objections or concerns raised, otherwise he is authorised to overrule other objections and implement the scheme.

3.0 DETAIL

Background

- 3.1 The 20 October 2005 Highways Committee considered a petition from the QARA Group of Associations requesting the introduction of a free 1 – hour parking scheme to serve the shops and businesses in Preston Road immediately north and south of Preston Road Station. The petition referred to the existing free parking scheme on the east side of Preston Road, between The Avenue and Uxendon Crescent. Committee instructed Officers to investigate the request and to report back with their findings.
- 3.2 Brent's Transportation Service Unit commissioned a specialist consultant to undertake parking surveys in Preston Road to identify and establish parking demand and activity, both in the existing free parking bays and in those sections of Preston Road which currently have 9 am to 10 am, Monday to Friday waiting restrictions in place.
- 3.3 The existing Free 1-Hour parking scheme along Preston Road was introduced in February 2004 at the request of local businesses and traders. The scheme provides short term parking for up to 1 hour with no return for 1 hour, between 8 am and 6.30 pm, Monday to Saturday and appears to have worked well to date as there have been no complaints from local traders regarding long term parking in the designated parking bays. The level of enforcement has been nominal and Officers have not previously monitored compliance with the 1-hour maximum permitted stay.

Investigations

- 3.4 An independent survey of the parking activity in Preston Road, between Woodcock Hill and Logan Road, was carried out by specialist consultants on 9 February 2006. The survey methodology was thus:
- The area was divided into 5 Zones (Appendix A) such that surveyors could complete a circuit of each zone on foot within a half hour
 - During each circuit the partial registration number of parked vehicles was recorded.
 - The recording was repeated for each half hour period from 7 am to 6 pm.

Findings

- 3.5 The results of the parking surveys showed that there is a high demand for parking in Preston Road. The free parking spaces are well used and there is a high level of compliance with the maximum permitted period of stay of 1 hour; hence, the scheme appears to be working well.
- 3.6 Elsewhere, where there are 9 am to 10 am waiting restrictions, these are well observed and deter long term parking, such as commuter parking, However the 'turnover' of parking is less frequent compared with the 1-hour bays as the average duration of parking is three hours.

Proposals

- 3.7 In view of the findings of the surveys which show that the free 1-hour parking scheme is working well it is suggested that this scheme is extended along Preston Road, subject to satisfactory consultation, between The Avenue and Carlton Avenue East, in Elmstead Avenue (adjacent to no. 208 Preston Road) and 'The Circle' in Carlton Avenue East, opposite the shops.
- 3.8 Members are requested to instruct Officers to consult with traders and businesses in Preston Road in the sections referred to at 3.7 above, and to agree to proceed with the scheme only if there is majority support and subject to satisfactory statutory consultation.
- 3.9 It is also suggested that the scheme is introduced on an experimental basis initially for a period of 12 months. Officers will report back to Committee after this period with their findings for Members to consider and to decide on whether to make the scheme permanent.
- 3.10 Members are informed that free parking schemes, such as that proposed above, are very resource intensive in terms of enforcement. Brent's Parking Manager has indicated that enforcement will continue to be prioritised and directed at CPZs, waiting and loading restrictions, disabled parking and bus lanes, hence free parking areas will be of a lower priority.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The cost of developing the free parking proposal, including design, consultation and implementation, is estimated at £20,000. In a separate report in this Agenda (Progress Report on the CPZ Programme) Members have been requested to approve an allocation of £20,000 from Revenue (Parking Account) allocations for 2006/07 for new CPZs and CPZ reviews.

5.0 LEGAL IMPLICATIONS

- 5.1 Free short term parking methods of parking control and parking prohibitions (waiting and loading restrictions) 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.
- 5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.

5.3 Members have been requested to authorise the Director of Transportation to commence the statutory consultation process in respect of the scheme detailed above and to consider and reject objections or representations if he thinks that they are minor or vexatious and implements the scheme following that statutory consultation process.

6.0 Diversity implications

6.1 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.

6.2 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.

6.3 Parking schemes 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.

7.0 Staffing/Accommodation Implications (if appropriate)

7.1 The Transportation Service Unit will undertake the scheme development, public consultation, statutory consultation and implementation work on all the scheme detailed in this report.

8.0 Environmental Implications

8.1 The implementation of parking schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The Parking restrictions will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys. It would also create more opportunity for short term shoppers in the area.

Background Papers

L.B. Brent Parking Strategy (2002)

A New Deal for Transport: Better for Everyone (DETR)

Traffic Management and Parking Guidance for London (GOL)

Result of the Parking surveys carried out in Feb 2006

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

Contact Officers

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APPENDIX A

