



Highways Committee

Wednesday, 27 July 2011 at 7.00 pm

Committee Rooms 2 & 3, Brent Town Hall, Forty Lane,
Wembley Middlesex, HA9 9HD

Membership:

Members

Councillors:

J Moher (Chair)
Powney (Vice-Chair)
Beswick
Jones
Long

Alternates

Councillors:

Butt
Crane
John
R Moher
Arnold

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
1 Declarations of personal and prejudicial interests	
Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.	
2 Minutes of the previous meeting held on 23 March 2011	1 - 6
3 Matters arising (if any)	
4 Deputations (if any)	
5 Petitions	
a) Petition against the removal of traffic signals on the North circular Road	
b) Petition against the proposed increase in residents parking charges	
6 Response to petition against the removal of traffic signals on the North circular Road	7 - 16
This report informs members of a petition entitled “North Circular Road – Push Button Signal Removal.” The report outlines officer’s investigations into the matter and describes the dialogue between officers and Transport for London (TfL) which has the responsibility for the North Circular Road (NCR) including the operation of the traffic signals.	
Ward Affected: Dollis Hill; Kensal Green;	Contact Officer: Tim Jackson, Transportation Unit
	Tel: 020 8937 5151 tim.jackson@brent.gov.uk
7 Response to petition against the proposed increase in residents parking charges	17 - 36

This report advises the Committee of a petition received and signed by

residents from across the Borough, opposing proposals to introduce a vehicle emission-based scheme of charges, with a revised range of charges, for residents parking permits. The report outlines the arrangements that were made for considering representations to the proposals, confirms that the petition was properly considered before a decision was made and provides details of the decision made.

Ward Affected: All Wards; **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

8 Proposals to introduce pay and display parking controls in Preston Road & Bridge Road 37 - 82

This report outlines the representations received in relation to the consultation, including the statutory consultation in association with the Traffic Order process. The report also considers those representations in the context of the original proposals and recommends that the Committee approves implementation of the proposals.

9 Local Implementation Plan (LIP) 2011-14 83 - 106

This report summarises the background and content of the LIP as amended following the consultation on the draft and seeks Committee approval to submit the final LIP to Transport for London (TfL). Once approved by TfL/The Mayor, the LIP will become a statutory document spanning the period 2011-2014 and will provide the framework against which TfL will allocate funding to the Council through the LIP process.

I have produced separately the appendix to the report. Hard copies will be made available at the meeting.

Ward Affected: All Wards; **Contact Officer:** Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

10 Harlesden Town Centre Major Schemes 107 - 116

This report informs members of the current progress on the Harlesden Town Centre "Major Scheme". The Major Scheme is Transport for London's (TfL) funding regime which provides an opportunity for the Council to develop and implement schemes aimed at improving the operation and appearance of town centres so as to support the vibrancy and vitality of those town centres.

11 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 18 October 2011 at 7:00pm

12 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.



Please remember to **SWITCH OFF** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near The Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Wednesday, 23 March 2011 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick, Butt and R Moher (alternate for Councillor Jones)

Also present: Councillors Cheese, S Choudhary, Harrison, Hossain, Lorber, Naheerathan and HB Patel

Apologies were received from: Councillor Jones

1. **Declarations of personal and prejudicial interests**

None.

2. **Minutes of the previous meeting - 9 February 2011**

RESOLVED:-

that the minutes of the previous meeting held on 9 February 2011 be approved as an accurate record of the meeting.

3. **Matters arising (if any)**

None.

4. **Deputations (if any)**

None.

5. **Petition - Restoration of Watford Road bus stop**

The Committee noted that the following petition containing in excess of 50 signatures of registered electors had been received:-

Request for the restoration of Watford Road bus stop to its original position.

Members noted that there was no resident or ward member at the meeting to speak to the petition.

RESOLVED:-

that the petition requesting the restoration of the bus stop to its original position be noted.

Further decision regarding this item appears under minute 6.

6. **Petition for the Restoration of the Watford Road Bus Stop**

The report outlined officer's investigations following the receipt of the petition that requested the restoration of the Watford Road bus stop into its original position. The report also advised members that officers were currently consulting on the proposals as part of the Sudbury and Harrow Public Realm Scheme.

In setting the background to the issue, Tim Jackson (Head of Transportation) informed members that the bus stop was temporarily relocated from a location outside of 32/34 Watford Road to a location outside of 60/62 Watford Road in response to road safety concerns. The temporary bus stop was later removed in response to road safety and amenity concerns highlighted by residents living in the proximity of the stop to a location outside of 786 Harrow Road, some 270 metres away from the original location. This provoked a number of communications from residents and local Ward Members in relation to the location of the interim bus stop on grounds of road safety, amenity issues and inconvenience.

In recognition of the problems caused by the relocation of the bus stops officers had been working to determine the most suitable location with regard to ease of access for bus users, pedestrian and road safety and compliance with Disability Discrimination Act (DDA). He added that an agreement had been reached with the Police and TfL/London buses on a new arrangement to relocate the bus stop in the vicinity of 32/34 Watford Road. This would, if implemented, allow the reintroduction of the bus stop to its original location in a way that would address the concerns raised by local residents. The proposal was currently being consulted on as part of the wider Sudbury and Harrow Public Realm scheme. Ward members had been given the opportunity to discuss the proposals at the development stage. He added that subject to the outcomes of the consultation process, it was proposed to implement the Sudbury and Harrow Public Realm scheme during the year 2012/13.

Councillor Lorber, ward member, stated that the relocation of bus stop was carried out without the knowledge of ward councillors and residents and requested that in future ward members be alerted to such issues so that they could disseminate it to local residents. He enquired as to the assessment made including accident statistics before the decision to relocate the bus stop was undertaken. In response, Tim Jackson stated that the decision which was made by TfL was based on potential rather than actual accident statistics.

RESOLVED:-

that the contents of the petition and the issues raised be noted.

7. **Standardising of arrangements for short term (controlled) on street parking**

Members considered a report which advised them of the proposals to standardise arrangements for charging for short term on-street parking in streets where parking was controlled across the Borough and sought members' approval to commence that process.

Tim Jackson, Head of Transportation, outlined the main issues relating to the short term parking bays. He stated that they represented an inconsistency in that motorists were parking in some bays free of charge whilst others were being charged at other generally similar locations. As a result, visitors were effectively encouraged to visit certain areas/locations to the possible detriment of others. Secondly, the arrangements at these locations could be contrary to the Council's policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys. Lastly, because of difficulties in enforcement without significant deployment of resources, the level of compliance with the controls (in relation to the maximum stay period) was low and as a result their purpose of providing short stay parking for visitors was being undermined.

The effect of the proposals to standardise short term parking would be, over-time, to identify locations with free short term parking within controlled parking areas and subject to appropriate consultation and the availability of resources, to introduce pay and display parking in those areas. Such a programme would, over time, address the issues identified above. He emphasised that the scheme would not introduce pay and display arrangements in areas where no parking controls, other than single yellow line controls, currently existed.

Mr Robert Dunwell speaking on behalf of Queensbury Area Residents (QARA) Group of Associations and the local shopkeepers alleged that the report before members was flawed and that the current short term on-street free parking arrangements in parking bays in both Bridge Road and Preston Road were satisfactory. He reiterated the view that the proposed standardisation of short term on-street parking would be detrimental to the interests of the shopkeepers and urged members not to pursue it.

Mr Varsani a local shopkeeper in the Preston Road area informed members that the proposed arrangement would reduce the number of prospective shoppers and buyers to the area to the detriment of shopkeepers' business interests. He requested that if members were minded to pursue the scheme then they should ensure that the consultation was widened to include residents and local shopkeepers in order to gain a balanced view of the proposal.

Councillor HB Patel ward member stated that the existing free parking in the Preston Road and Bridge Road areas was a contributory factor in attracting shoppers to the areas, thus enhancing the retail function of both areas. In urging members to retain the present arrangement, Councillor HB Patel expressed a view that contrary to the officer's reasons, the proposal would not introduce inconsistency and would not be contrary to Council policy.

Mr Raja a local businessman in addressing the Committee stated that as a result of general controlled parking in the area, commuter parking in the Preston Road area was no longer a problem. Most of the motorists to the area were shoppers (rather than commuters) who were encouraged to visit the shops by the present arrangement for free on-street short term parking. In his view the proposed arrangements would not serve the business interests of the area at a time when sales were poor due to austere economic conditions.

Councillor Hossain spoke briefly in support of the present arrangement in the Preston Road area which allowed for one hour free on-street parking. She drew members' attention to the car park to the rear of Preston Road which offered additional parking facilities. In her view there was no reason to standardise short term parking and introduce additional pay and display facilities as recommended in the report. This view was echoed by Councillor Harrison.

In responding to some of the views expressed, Tim Jackson stated that despite the measures introduced by the Council to generate interest in the rear car park in Preston Road it still remained largely under-utilised. As a result of that, the Executive took a decision to standardise parking arrangements in all parts of the Borough. He added that a wider consultation would be carried out and the results reported to the Committee for a decision on the proposals.

RESOLVED:-

- (i) that approval be given to proposals, as set out in this report, to introduce pay and display parking controls at locations where free, but controlled, parking arrangements currently exist.
- (ii) that authority be delegated to the Head of Transportation to implement pay and display controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

8. **Briefing Report - Olympic Corridor Project**

The report provided an update on a series of 6 schemes within the Wembley area between Wembley Park, Wembley Central and Wembley Stadium Stations and these Olympic Venues, the Olympic Corridor Project, which were aimed at improving accessibility, streetscene and creating an improved public realm.

Tim Jackson (Head of Transportation) outlined the 6 schemes which were programmed to be completed in advance of the Olympics in order that the benefits can be utilised to support the additional pedestrian activity that would take place at that time. The schemes were as follows;

- (i) Bridge Road / Brooke Avenue which was aimed at improving pedestrian accessibility from Wembley Park Station and around the junction of Brook Avenue, Bridge Road and Wembley Hill Road

- (ii) Empire Way / Wembley Hill Road aimed at providing a more attractive and easily accessible public space for the community through the removal of the existing gyratory.
- (iii) South Way / Wembley Hill Road, aimed at introducing formal pedestrian crossing facilities at the existing signalised junction.
- (iv) Wembley High Road outside of Brent House. The proposal was to construct a central reservation on the High Road outside of Brent House to provide protection for the high level of pedestrian's activity that would take place and thus reduce the number of accidents involving pedestrians.
- (v) Park Lane / High Road. This scheme would introduce formal pedestrian crossing facilities across the Park Lane arm of the junction adding to the existing facilities that exist across the High Road.
- (vi) Legible London Signing: The scheme proposed to introduce "Legible London" in Wembley which would use a range of information, including street signs, transport modes and printed maps, to help people find their way.

Tim Jackson added that consultation had been undertaken with all interested parties including ward members, the outcomes of which were being analysed. He continued that works to the staged implementation of the individual elements of the scheme was expected to commence in quarter 1 of the 2011/12. Members noted that the biggest contribution of the funding would be by TfL (£792,000) and that the remainder would be provided by Section 106 developer contributions, ringfenced for that purpose (£486,000) and the Council (£200,000).

RESOLVED:-

That the progress report be noted.

9. **Controlled Parking Zones programmes 2010/11 and 2011/2012**

The report informed the Committee of the outputs and expenditure on the 2010/11 Controlled Parking Zones (CPZ) programme and sought approval of the proposed work programme for 2011/12.

Tim Jackson (Head of Transportation) drew members' attention to table 1 which summarised the progress anticipated to have been made, and the expenditure, at 2010/11 year end (31st March 2011). The table also indicated the expenditure that would be required to complete any schemes not completed in 2010/11 during 2011/12, subject to results of consultation supporting its introduction.

As part of the 2011/12 Council budget setting process, savings of £240k and £60k from the (Transportation Revenue budget) CPZ works programme were agreed for the 2011/12 and 2012/13 financial years respectively. Members noted that the cost of completing all works not completed in 2010/11 was estimated to be £185k. This clearly exceeded the budget available. In view of that, Officers had developed a proposed 2011/12 programme, identifying which schemes can be funded from other sources, and which schemes should be given priority.

Tim Jackson continued that where no alternative sources of funding had been identified, priority had been given to progressing schemes (in 2011/12) that had been substantially progressed i.e. at least one round of public consultation had already taken place and/or there was evidence of significant parking pressure in the area associated with anticipated local support for the introduction of controls. He informed members that taking into account the resources available and the lack of a consensus on the times of operation, officers were not recommending the inclusion of a review of GM CPZ within the programme. In reference to table 3 as set out in the report, he recommended the approval of 2 schemes (Sudbury and Kenton), as reserve schemes for implementation if an alternative source of funding (developer contribution or other) could be identified.

Members welcomed the progress report and;

RESOLVED:-

- (i) that the progress made, and expenditure against, the 2010/11 CPZ works programme be noted.
- (ii) that the proposed CPZ work programme for 2011/12 be approved.
- (iii) that authority be delegated to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial but otherwise to implement the schemes, with minor modifications if appropriate.

10. Any Other Urgent Business

None.

11. Date of Next Meeting

The date of next meeting will be announced after the Council meeting on 16 May 2011.

The meeting closed at 8.00 pm

J MOHER
Chair



Highways Committee

27th July 2011

Report from the Head of Transportation

For Action

Wards Affected:
Dollis Hill

Response to a petition against the removal of Traffic Lights on the North Circular Road

1.0 Summary

This report informs members of a petition entitled “North Circular Road – Push Button Signal Removal.” The report outlines officer’s investigations into the matter.

Members will be aware that the responsibility for the North Circular Road (NCR) and for the operation of traffic signals within London lies with Transport for London (TfL) and not the Council.

For historic reasons there is a set of signals on the NCR which facilitates vehicular access into a private road serving an industrial/commercial estate. In February/March 2011 residents and businesses in the vicinity of the estate were consulted by TfL on the possible removal of the traffic signals. TfL subsequently decided to remove the signals.

Following TfL’s decision, the petitioners submitted their report to the Council.

The report describes the dialogue between officers and TfL in which officers have sought to ensure that TfL (i) consider local concerns, (ii) have taken all relevant issues into account and (iii) delay removal until the Committee has considered the petition and this report.

The report recommends that the Committee note the action taken by officers and decide whether or not a different course of action should be pursued.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers in relation to the issue.
- 2.3 That the Committee decide whether, having given consideration to the petition and the action taken by officers, to instruct the Head of Transportation to take a different course of action.

3.0 Petition

- 3.1 The petition received by the Council from residents and businesses of the area around the Fleetway Business Centre requests that the traffic lights (signals) at the access to the business centre are not removed.
- 3.2 The full wording of the petition is;

“Many companies operating between Neasden and Staples Corner Roundabout have containers and long vehicles visiting due to its industrial environment. The traffic lights, allow safe manoeuvring of such vehicles, without posing a risk to traffic and maintaining road safety.

We request that the traffic lights are not disconnected for the benefit of both the public and surrounding businesses.”

- 3.3 The petition includes 50 signatures and was received in June late 2010.

4.0 Detail

- 4.1 The A406 North Circular Road (NCR) is a red route and as such forms part of Transport for London’s Road Network (TLRN). TfL are the Highway Authority for the road and operate all traffic signals across London.

The Council cannot take any direct action in regards to the operation of the road or the operation of the traffic signals, but can raise any concerns with TfL and encourage them to consider those concerns adequately.

- 4.2 In response to the Mayor of London’s Transport Strategy and direction TfL are looking at ways of smoothing traffic flow which will mean less stop-start traffic movement, more predictable journey times and fewer obstacles for pedestrians.
- 4.3 Many factors can affect traffic flow in London including traffic signals. To this end, last year, TfL identified 145 traffic signals across London (24 on the TfL roads and 121 on borough roads) for possible removal on the basis that they may no longer be serving a useful purpose and the network would benefit from their absence or an alternative measure.

4.4 At the end of 2010, TfL began implementation of an initiative focused on signals located on the TLRN. Of the 24 TLRN sites initially identified, this initiative comprised progressing the permanent removal of signals at 5 locations and the removal of signals at 2 sites on a trial basis.

4.5 The signals at Fleetway Business Centre were part of this initiative. These signals are located on the eastbound side of the NCR west of the Staples Corner inter-section. They are located at the junction of a private access road into the estate and the NCR – which is a dual carriageway at this point. The signals have been in place for many years. They are manually controlled “on demand” by use of a push button located at the junction.

The original purpose of the signals appears to be to allow vehicles to exit from the access road by stopping the traffic on the NCR. This would have been particularly useful for larger vehicles that need to cross into the outer lanes of the NCR when turning left.

The signals serve no other purpose than stopping traffic on the main NCR to allow movements from the access road. There are numerous examples of similar junctions along the NCR, including within Brent, which operate in the absence of traffic signals.

The location of the Fleetway Business Centre signals is shown on the drawing at Appendix “A”.

4.6 The signals at Fleetway Business Centre were selected for removal by TfL because TfL identified that demand for the signals was exceptionally low and because the signal arrangement does not conform to current Department for Transport (DfT) regulations.

TfL undertook consultation and engagement on their proposals by delivering letters to residents and businesses within a 400 metre radius of Fleetway Business Centre. This took place between the 11th February 2011 and 15th March 2011.

4.7 The traffic signals were disabled (covered up) two weeks after the end date of the consultation period on 1st April 2011. This was undertaken as a temporary measure to assist in the determination of the impact of their removal whilst TfL (i) undertook further investigations and (ii) gave consideration to feedback received after the consultation end date.

4.8 Following concerns expressed by the community about the removal of the signals, TfL have undertaken mobile CCTV monitoring to analyse how the access operated. This analysis has covered operation during peak hours.

TfL’s view was that, although at times it may take longer to exit from the Business Park without traffic signals, video and eye witness evidence suggested many vehicles, including large HGV’s exited the side road unassisted.

The analysis revealed that many HGV's did not use the push-button operation to stop the A406 traffic. Instead vehicles opted to pull out between flows of traffic with no considerable waiting time entailed and with minimal disruption to the A406.

- 4.9 Following receipt of the petition, officers have observed the operation of the signals at the Fleetway Business Centre access. It was noted that when HGV's exited on to the NCR that they were physically required to use all three lanes.

Although there is very good forward visibility for traffic approaching these slow moving vehicles, and therefore adequate time to slow down, officers are of the view that this manoeuvre is potentially hazardous.

Officers are not aware of any accidents having occurred at the junction since the signals were taken out of operation.

- 4.10 Officers have been in contact with TfL to determine whether safety audits were undertaken on the proposed removal of the traffic lights pre or post suspension of the their operation. They have been asked to share the results of any audits undertaken. The issue of whether or not TfL are proposing any mitigation measures has also been raised.

TfL have been made aware of the petition and have been asked to suspend making a final decision on the removal of the signals until the Committee have had the opportunity to consider the petition and the contents of this report.

- 4.11 A response to officer's representations to TfL was received on the 13th July.

The response is shown at Appendix 2 and outlines TfL's reasons for the removal of the signals.

In essence TfL are of the (implicit) view that the signals are not necessary to ensure the safety of vehicles exiting from the access road.

They are of the view that their monitoring has demonstrated that many vehicles, including HGVs, safely enter and exit from the access road without using the signals and this is evidence that they are not needed.

TfL have also suggested that there is evidence that a number of drivers (of larger vehicles) use the signals to stop the traffic so as to reverse into the access road. They are of the view that this is an abuse of the rationale for the signals, presents a hazard to road users and is an additional reason to support the proposed removal.

TfL have advised that they do not propose to undertake a (stage) road safety audit after removal because, without the signals in place, the junction will operate in the same manner as many other similar junctions along the A406 NCR.

TfL have advised that the most important factor behind their decision was that, although the signals would have conformed with DfT regulations and were legal at the time of installation, they no longer conform with the regulations or current standards. They state that this factor was critical in their decision.

The response confirms that TfL have carefully considered the feedback they received but intend to proceed with the permanent removal of the signals. They have confirmed, however that they will delay the works until after Committee have been able to consider this report.

5.0 Discussion

Officers appreciate the concerns of the petitioners in relation to the removal of the signals. Although TfL advise that the signals are used infrequently, they do provide an additional level of protection to those drivers that use them. It is unfortunate that a number of drivers appear to use the signals in a way that was never intended and put themselves and other road users at risk.

The signals are anomalous in that there are numerous other locations along the NCR (including within Brent) where there are exit/entry points onto the NCR without the benefit of signal controls.

Officers have ensured that TfL have considered the views of the petitioners and officers concerns with regard to road safety when reaching their decision.

In the final reckoning, any decision in regard to the signals is for TfL to make. Officers are of the view that further representations or challenges are unlikely to achieve a different result and would not necessarily be a sound use of the Council's resources.

However, although TfL have not altered their view as a result of the representations, their decision to delay removal does afford the Committee opportunity to instruct officers to pursue any actions they believe are appropriate.

6.0 Financial Implications

6.1 This is essentially an information item and has no financial implications at this time.

7.0 Legal Implications

7.1 None at this time

8.0 Diversity Implications

8.1 No significant issues

9.0 Staffing/Accommodation Implications

9.1 None at this time

9.0 Environmental Implications

9.1 None at this time

Background Papers

Petition submitted June 2011

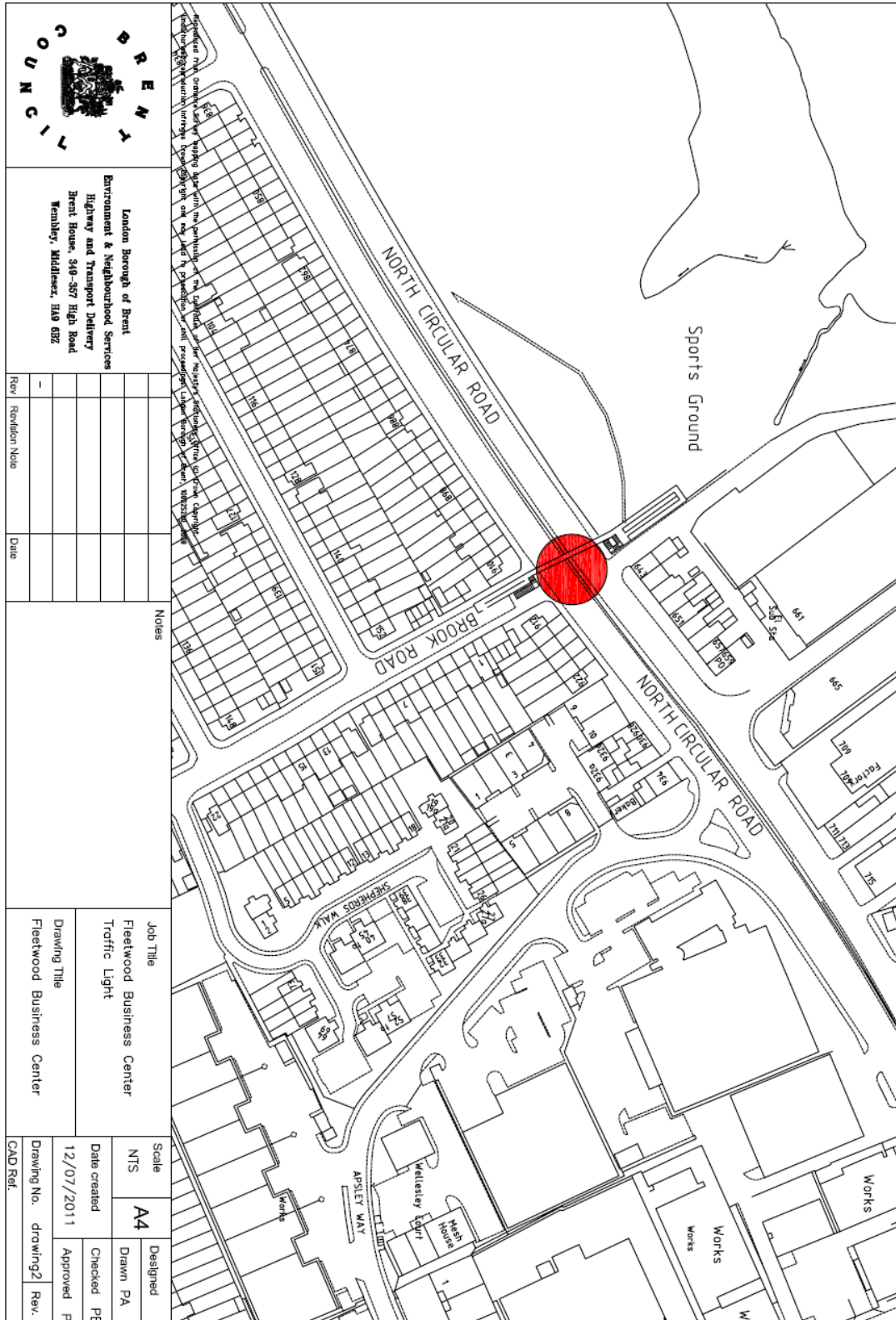
Appendices

- Appendix 1 – Location Plan
- Appendix 2 – Response letter from TfL

Contact Officers

Tim Jackson, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446

Appendix 1: Location Plan



London Borough of Brent
 Environment & Neighbourhood Services
 Highway and Transport Delivery
 Brent House, 346-357 High Road
 Wembley, Wembley, HA9 6BZ

Rev	Revision Note	Date
-		

Notes

Job Title
Fleetwood Business Center
Traffic Light
Drawing Title
Fleetwood Business Center

Scale	Designed
NTS	A4
Date created	Drawn PA
12/07/2011	Checked PE
Drawing No. drawing2	Approved P
CAD Ref.	Rev.

Appendix 2: Text of response letter from TfL (dated 13th July 2011)

“Thank you for getting back to me about TfL’s notification to remove the traffic signals at Fleetway Business Centre, informing us that Brent is in receipt of a petition opposed to our proposals and this will be heard at the next Highways Committee on 27th July.

To provide some background, as you are no doubt aware, TfL see signal removal as a necessary step towards delivering the Mayor’s Smoothing Traffic Flow programme. Since July 2010, TfL and the boroughs have been collaborating to identify and remove signals deemed unnecessary to help smooth traffic flow through the Capital. The signals at Brent Fleetway Business Centre form part of this initiative. www.tfl.gov.uk/corporate/projectsandschemes/11351.aspx.

As you say, decisions on issues as they impact on the TLRN reside with TfL but the views and insight of boroughs, residents and businesses are also central to the delivery of the TfL’s traffic signal removal programme. Feedback informs TfL considerations through affirmation or perspective which may not have been evident at signal selection stage. To this end, we are delivering their removal programme in parallel with consultation and engagement, giving detailed consideration to feedback sought at strategic, borough and local levels.

I note that after more consideration, Brent Council after further review has concerns regarding the removal signals at Fleetway Business Park especially in relation to exiting on the North Circular Road (which is the intended purpose) and accessing the site.

As you no doubt aware, the Fleetway Business Centre signals are manually controlled by three push buttons at the exit of the estate. TfL identified the signals at Fleetway Business Centre for proposed removal due to low demand and as a priority, as they no longer conformed with Department of Transport regulations.

The signals were originally installed to ease exit only as the vehicles emerged from the site given oncoming traffic in peak conditions. They were not installed on the basis they would be used by vehicles accessing the site, holding up traffic by parking and pushing the buttons (which for the few that do, do so in the face of free flowing traffic until the signals come into operation) and allowing these slow moving large vehicles time to undertake a 180 degree turn and reverse into the site and halting free flowing traffic. It is regret that we did not see that the provision of the exit facility may be miss-used for this purpose at the time. However, under present day review and DfT compliance notwithstanding, your report may want to review how these signals serve the Mayor’s Smoothing Traffic Flow programme.

However, TfL have found that largely this practice takes place without the use of the signals. TfL stationed mobile CCTV footage and conducted on-site observations to gather more information and this indicated vehicles including large HGV's enter and exit this site in an unsafe manner, unassisted - vehicles and banks people do not use the push-button to stop the A406 traffic. The footage provided strong evidence to confirm TfL's initial view (in addition to parking violations) that this activity takes place without the protection of the signals in the access or egress/exit of this site and supports the case for removal. I attach stills of the CCTV footage for you to view, which demonstrate that the traffic signals are clearly surplus to requirements. TfL do not intend to carry out a stage 3 road safety audit as it is felt that these priority junctions will operate in the same manner as the many other priority junctions along the A406 route.

The most important factor however to influence our decision to remove these signals is that following a review of all 6000 signals in the Capital, they were selected because they no longer conform with Department of Transport's Traffic Signs Regulations and General Directions (TSRGD) 1994 - Section 5 Regulation 30 which states that light signals should be used for controlling vehicular traffic at road junctions. Prior to this, it was not a requirement (TSRGD 2002 continues to invoke this under Regulation 33). The traffic signals at Fleetway Business Centre at 28/113 were installed before the 1994 regulations were introduced, thus they were legal at the time of installation but no longer conform to current standards. It is this issue overall which takes precedence.

I do hope this helps further clarify the basis on which a decision was made. I hope it helps to ease some of the concerns that you have. We have carefully considered feedback and comment from businesses (support and opposition) but we are progressing with removal as planned for the reasons above.

As you know, we are planning to decommission end of July. It has now been confirmed that these works will commence 25th July. However, we are aware that your committee meeting is set for the 27th July and have agreed to postpone the removal. It should be noted that unless any evidence is presented at the meeting that we are not aware of, we will proceed with the removal within the next few days post meeting.

**Chief Engineer – Traffic Infrastructure Delivery Teams, ,
Traffic Directorate - London Streets
Transport for London**

This page is intentionally left blank



Highways Committee

27th July 2011

Report from the Head of Transportation

For Decision

Wards Affected: ALL

Petition opposing the increase in the residents parking permit charges.

1.0 **Summary**

- 1.1 This report advises the Committee of a petition received, signed by residents from across the Borough, in relation to proposals to introduce a vehicle emission-based scheme of charges, with a revised range of charges, for residents parking permits. The petition opposes the proposals.
- 1.2 The report outlines the arrangements that were made for considering representations to the proposals, confirms that the petition was properly considered before a decision was made and provides details of the decision made.

2.0 **Recommendations**

- 2.1 That, the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the response of officers, to the petition, as set out in the report.
- 2.3 That the Committee agrees that the main petitioner should be advised of the Committees' consideration of this matter.

3.0 Petition

- 3.1 A petition has been received in relation to proposals to introduce a vehicle emission based scheme of charges, with a revised range of charges, for residents parking permits. The petition was presented by Brent Liberal Democratic Group and reads “as a local resident I oppose the plans by the Labour Executive at Brent Council to increase residents Parking Permit charges by an excessive amount. CPZ’s exist to protect local residents and NOT make money out of us”.
- 3.2 The petition has been verified by officers in Democratic Services as meeting the threshold for consideration by the Committee.
- 3.3 The petition has been signed by approximately 1050 people.
- 3.4 In considering this particular petition the Committee will, as should be the case with all petitions, need to be mindful of the arrangements that may have been made to capture signatures, the degree to which petitioners may have been aware of the proposals in general and in detail and the degree to which petitioners might be affected by the proposals

4.0 Report

- 4.1 The Committee will be aware that, at its meeting on 11th August 2010 the Executive Committee agreed to introduce a vehicle emission-based regime, with a new regime of charges, for residents parking permits, subject to the undertaking of appropriate consultation and advertising of Traffic Orders, from 01st April 2011.

The Executive delegated authority to the Director of Environment and Culture to subsequently consider all representations received in relation to the proposals and, having considered those representations and if appropriate, making any modifications, make the proposed Traffic Orders to introduce the regime and charges.

The proposals are designed to encourage residents to consider the contribution their vehicle makes to CO₂ emissions and climate change whilst revising the charge for an average vehicle so that it is more closely aligned to permit charges in other London boroughs with similar parking conditions and practices.

- 4.2 The proposals approved, in principle, by the Executive also included measures to support travel behavioural change by the introduction of an “all zone” permit for car club users and a “permit surrender prize” scheme to reward residents surrendering their permits for a finite time with a contribution towards car club membership, purchase of a cycle or oyster travel.
- 4.3 Following the Executive Committee decision on 11th August 2010, officers undertook appropriate consultation on the proposals, including

the statutory consultation on the necessary Traffic Orders. The petition was a response to that consultation process.

4.4 The consultation process closed in January this year. A total of 110 separate representations were received in response to the proposals. Two (2) petitions were received – including the petition that is the subject of this report.

4.5 All the representations were collated, summarised and discussed within a (delegated) decision report that was subsequently presented to the Director for Environment & Neighbourhood Services for consideration in early February 2011.

The report was presented to the Director for Environment and Neighbourhood Services as successor to the Director of Environment and Culture following the Council-wide reorganisation implemented in October 2010.

4.6 A copy of the delegated decision report, with relevant Appendices, is shown at Appendix '1'.

4.7 The petition, and the issues it raised, were expressly considered within the decision report. Section 4.3 of the decision report (at Appendix '1') describes the petition and repeats the text. Appendix 'C' of the decision report (at Appendix '1') contained extracts of both petitions.

The issues raised in the petition in regard to the proposed cost of permits and the purpose of Controlled Parking Zones were discussed in Sections 5.6 and 5.13 of the decision report (at Appendix '1')

4.8 After considering all the representations received in relation to the proposals, including the petition that is the subject of this report, the Director of Environment and Neighbourhood Services decided, on 11th February 2011, to approve the making of the Traffic Orders so as to introduce the new regime and charges from 01st April 2011.

4.9 Following that decision changes to the regime of charges for residents parking permits were introduced, from 1st April 2011. The implementation arrangements included a communications strategy to ensure that residents were aware of the new arrangements, and the rationale behind the arrangements prior to purchasing permits.

5.0 Summary

5.1 The petitioners are opposed to the introduction of the vehicle emission-based regime of charges, with the revised range of charges, originally approved in principle by the Executive on 11th August 2010.

5.2 The Executive delegated authority to consider any representations received in response to the proposals, and for making a decision on the

proposals, to the Director of Environment and Culture (now the Director of Environment and Neighbourhood Services).

5.3 The petition, and the issues raised by the petition were expressly considered by the Director of Environment and Neighbourhood Services when a decision on the proposals was made on 11th February 2011 and recorded in the report at Appendix 1. The decision was to introduce the regime and charges, as initially agreed in principle by the Executive on 11th August 2010, from 01st April 2011. That decision was implemented on 1st April 2011.

5.4 The Committee are recommended to note the contents of this report.

6.0 Financial Implications

There are no financial implications arising from this report. The implications of introducing the emission-based resident parking permit regime and associated range of charges are as set out in the report to the Executive on 11th August 2010 and the subsequent delegated decision report at Appendix 1.

7.0 Legal Implications

None in addition to those set out in the report to Executive dated 11th August 2010 and the delegated decision report at Appendix 1.

8.0 Other Implications

No other significant implications.

Appendices:

Appendix 1 - Delegated decision report to the Director of Environment and Neighbourhood Services – “The introduction of vehicle emission based charging regime and new charges for residents parking permits and other related parking permit charges” (*Signed 11th February 2011*)


Background papers

As noted in Appendix ‘1’.

Contact Officer(s)

Tim Jackson – Head of Transportation
Highway and Transport Delivery,
2nd Floor West
Brent House,
349-357 High Road,
Wembley, Middlesex HA9 6BZ.

Telephone: 020 8937 5151.
E-mail tim.jackson@brent.gov.uk.

	<p>Director of Environment & Neighbourhood Services (delegated decision)</p> <p>Report from the Head of Transportation</p>
<p style="text-align: right;">Wards Affected: ALL</p>	
<p>Report Title:</p> <p>The introduction of vehicle emission based charging regime and new charges for residents parking permits and other related parking permit changes.</p>	

Summary

On 11th August 2010 the Executive Committee approved the introduction of a vehicle emission based regime of charges, with a revised range of charges, for residents parking permits. Proposals for an "all zone" parking permit arrangement for car club users and a "permit surrender prize" were also approved.

The Executive Committee delegated authority to the Director of Environment and Culture to undertake appropriate consultation and advertising of Traffic Orders in association with the proposals.

The Executive also delegated the Director authority, after having considered all representations received and making any appropriate modifications, to make the proposed Traffic Orders to introduce the proposed regime and charges.

This report outlines the representations received in relation to the consultation, including the statutory consultation in association with the Traffic Order process.

The report considers those representations in the context of the original proposals and recommends that the Director of Environment and Neighbourhood Services approves the introduction of the new regime and

charges, and the proposals relating to an all-zone car club permit and a parking permit surrender scheme.

In response to the representations, the report recommends that a communications strategy is developed and implemented to improve understanding in relation to car clubs.

2.0 Recommendations

- 2.1 That, having given proper consideration of the matters raised by way of objections and representations summarised in Section 4 and Appendix 'B' and discussed in detail in Sections 5 and 6 above, and in the context of the policy and other reasons set out in the report to the Executive Committee of 11th August 2010, the Director of Environment and Culture agrees to the making of Traffic Orders and the other work required so as to introduce a new regime and charges for resident parking permits as set out in Appendix 'D'.
- 2.2 Similarly, that the Director of Environment and Neighbourhood Services agrees to the introduction of an "all zone" permit for car club cars based within Brent, as outlined in the report to the Executive of 11th August 2010.
- 2.3 Similarly, that the Director of Environment and Neighbourhood Services agrees to the introduction of a "permit surrender prize" scheme, as outlined in the report to the Executive of 11th August 2010.
- 2.4 That the Director of Environment and Neighbourhood Services agrees to introduce the proposals described in 2.1 to 2.3 above on or shortly after 01st April 2011.
- 2.5 That the Director of Environment and Neighbourhood Services develops and implements a communications strategy to improve understanding in relation to car clubs

3.0 Background

- 3.1 The proposals that form the subject of this report were contained in a report (Agenda item 9) to the Executive on 11th August 2010. The report is shown at Appendix 'A'.
- 3.2 The Executive agreed to the introduction of a vehicle emission based regime and new charges for residents parking permits (in Controlled Parking Zones) subject to appropriate consultation and the advertising of Traffic Orders. The Executive delegated authority to introduce the proposals, with modifications if appropriate, to the Director of Environment and Culture, subject to the proper consideration of all representations received.
- 3.3 The Executive also approved the introduction of an "all-zone" parking permit for car club users and to a scheme to reward residents

surrendering their (current) parking permits for a finite period, subject to consultation, the proper consideration of all representations and the making of appropriate modifications (in response to those modifications).

The proposals were "called in" by the Forward Plan Select Committee and considered by that Committee at their meeting on 23rd August 2010. That Committee resolved to note the Executive's (11th August 2010) decisions.

- 3.4 Consequent to the decision made on the 11th August 2010, the appropriate consultation and advertising of Traffic Orders has been undertaken.
- 3.5 The statutory consultation comprised the displaying of street notices on every road within existing Controlled Parking Zones (CPZ's), the publication of notices in the press and consultation with statutory consultees (principally the emergency services). The process followed accords with the requirements associated with the Road Traffic Regulation Act (RTRA)1984, as amended, and the Road Traffic Act 1991.

Arrangements were made so that representations to the proposals could be made by post and e-mail. The statutory consultation period commenced on 09th December 2010 and closed on 06th January 2011.

- 3.6 The, non-statutory, consultation comprised extensive publicity in relation to the proposals and the making of arrangements to capture representations by post and / or email.

Effectively the publicity commenced with the publication of the proposals in the Executive report which is placed in the public domain.

In addition the proposals were (i) advertised in the November 2010 Brent Magazine (that is delivered to every household in the Borough), (ii) the subject of presentations to a round of Area Consultative Forums, (iii) the subject of press releases (many of which were published by the local media), (iv) the subject of a written briefing to all ward Councillors, (v) displayed on posters and leaflets at Council offices and the Parking Shops.

The publicity was supported by a "Frequently Asked Questions" sheet which supplemented and simplified details of the proposals so as to facilitate informed comment / representations. This fact sheet was available through web-links and in hard format.

The proposals were displayed on both the "consultation" and "parking" sections of the Councils website in a way that afforded residents and others opportunity to comment.

The non-statutory consultation commenced in September 2010 and closed on 30th November 2010 although any representations made up to the 28th January 2011 have been accepted.

This report details the representations and provides consideration of those representations.

3.7

As a consequence of the Council-wide re-organisation ("re-shaping Brent Council to deliver the new administration's priorities") implemented in October 2010, the role of Director of Environment & Culture was deleted.

Duties and responsibilities in relation to transport and environmental services were re-assigned to the newly created post of Director of Environment & Neighbourhood Services.

Accordingly, the authority in relation to the subject of this report, as delegated by Executive on 11th August, now rests with the Director of Environment and Neighbourhood Services.

4.0 **Results of the Consultation**

4.1 A total of 110 separate representations were received in response to the proposals.

4.2 17 representations were received in direct response to the statutory consultation associated with the Traffic Orders. A small number of these duplicated representations were made through the non-statutory arrangements but these have not been discounted.

4.3 Two petitions were received.

One petition is primarily from residents of Cobbold Road (Dudden Hill ward). It has 89 signatures and reads "*we, residents of Cobbold Road, NW10, object to the proposed changes of residential parking based on CO₂ emissions. We do not agree to any changes to the already expensive parking on our street. We do feel proposed changes are going to bring extensive and unnecessary charges from the Council and basing it on car emissions or engine size is just another way of charging us again for what we are already charged extra in our road tax*".

The other petition has been presented by the (Brent) Liberal Democratic Group. It is signed by approximately 1050 residents and reads: "*Excessive Parking Permit Charges – as a local resident I oppose plans by the Labour Executive at Brent Council to increase residents Parking Permit charges by an excessive amount. CPZ's exist to protect local residents and NOT to make money out of us*".

- 4.4 All the representations referred to the vehicle emission based regime and new charges. 4 representations related to the "whole zone" permit proposals for car club users. 3 of these were supportive of the proposal and one was opposed to the proposal. 4 responses related to the "permit surrender prize" proposal.

6 of the responses stated unreserved support for the emission based regime proposals and hence the remainder can be construed as objections or opposed the proposed arrangements. 12 (11%) of the responses were generally supportive of the concept.

- 4.5 Details of the representations are provided at Appendix 'B'. Example pages from the petitions are shown at Appendix 'C'.

The open nature of the consultation was such that it is not possible to determine whether respondents were bona-fide residents and/or businesses in the Borough, whether they live within CPZ areas or even whether they own or have access to a vehicle.

Nevertheless, it is appropriate to take all representations received into account, recognising that the proposals could have a wide ranging impact.

There are approximately 17,000 residents parking permits sold each year. In that the petitions have been signed by a number of residents at the same address and may have been signed by residents outside the CPZ areas, it is difficult to undertake a precise analysis but it is estimated that, taking into account the petitioners, representations have been received from approximately 5-6% of the resident permit owning population.

There are approximately 46,500 households within the part of Brent covered by CPZ's. Again, it is difficult to be precise but it is estimated that representations have been received by approximately 2% of those households.

- 4.6 Of those representations received in the form of objections to the, emission based regime, proposals there were a number of recurring grounds for the objections. These were:

- The proposals are disingenuous (i.e. that they purport to be part of a strategy to combat climate change but are actually not so)
- That the proposals are (wholly) revenue driven;
- That it is perverse to seek to reduce emissions by imposing a regime of charges around parked (i.e. not moving) cars;
- That the regime penalises residents who act responsibly (by limiting their car use) and should be related to actual car usage (mileage covered);
- That the proposed charges are too high (especially in the current financial climate);

- That the regime disproportionately impacts on large families, those on fixed incomes and / or the less well-off and / or those who use cars for business and domestic reasons (who tend to have older / larger cars and have less ability to change);
- That the regime discriminates against residents in Controlled Parking Zones;
- That the proposals will encourage parking on driveways, crossovers etc.;
- That the consultation on the proposals has been inadequate;
- That the proposals will encourage car change and increase the overall carbon footprint;
- That the proposals represent a retrospective tax and / or a double tax (after Vehicle Excise Duty and fuel tax);
- That the proposals run contrary to the principles of CPZ's – to protect local residents rather than penalise them – and assurances provided around charges when CPZ's were introduced.

4.7 Of the representations received in the form of support for the proposals the recurring theme was that all vehicles (except electric vehicles) should be charged.

4.8 A number of respondents were concerned that the proposals were premature in the context of the extent, reliability and service levels of public transport in the Borough.

5.0 Consideration of objections / representations

5.1 The following section of the report considers the objections / representations received in response to the consultation. Every objection / representation received (as summarised in Appendix 'B') has been considered in the drafting of this report. For practical reasons this section covers the main recurring themes as outlined in 4.6

5.2 *"The proposal is disingenuous"*

The report to the Executive (August 2010) clearly set out the transport and environmental context within which the proposals are framed. In particular the report states that "the current charging regime and charges fail(s) to provide encouragement for residents to own vehicles that cause less environmental damage through CO₂ exhaust emissions or to discourage those residents who own less environmentally friendly vehicles". The proposals sit within a wider framework of combatting climate change through the support of sustainable transport use, car clubs etc. This is described within the Executive report and has not been contradicted in any subsequent information.

Consequently there is no evidence that the proposals are disingenuous.

5.3 *"Proposals are (wholly) revenue driven"*

It is not lawful for a Council to use the Road Traffic Act 1984 to impose charges simply to raise revenue. The report to the Executive (paragraph 5.3) referred to that being the case and clearly outline the transport and environmental policy objectives behind the proposals. It is lawful to generate revenue and a surplus from parking activity subject to certain provisions and that is referenced in the Executive report. The proposals will increase revenue and the parking surplus but are not revenue driven.

5.4 *"It is perverse to charge for parking"*

The cost of parking is part of the overall cost of motoring and, as a consequence, parking charges are a factor in car ownership decisions. Hence it is not perverse to use parking charges to influence behaviours so as to support the overall transport and environmental policy objectives behind the proposal. The situation is similar to the vehicle excise license (car tax) differential charges arrangement whereby a licence is required to place a vehicle on the public highway regardless of whether or not it is driven.

5.5 *"The regime penalises residents who act responsibly (by limiting their car use) and should be related to actual car usage (mileage covered)."*

In the longer term, it may be possible to develop a regime that contributes to reducing emissions by considering both car use and type of vehicle. However, such a regime would be complex to devise and would require increased administration. It would be impractical at the current time. A regime based around car usage only would not necessarily encourage consideration of CO₂ emissions.

5.6 *"The proposed charges are too high (especially in the current financial climate)"*

The charges are considered reasonable in the context of the overall cost of motoring. The first permit costs equate to between £ zero and £3.85 per week and the 3rd permit costs equate to between £1.92 and £5.77 per week.

The current scheme of charges was introduced in 2001 and has not been adjusted to reflect the benefits and costs of parking and motoring since that time.

The proposed charges were originally "bench-marked" against charges made by other London council's. That exercise demonstrated that the proposed charges will see the charge for an "average" vehicle be most closely aligned with charges in other Boroughs with similar parking conditions and practice.

Since the bench-marking took place a number of other Boroughs have increased, or are proposing to increase, their charges.

There continues to be evidence that the proposals will bring charges in Brent more broadly in line with similar parking conditions and practices.

At the same time, the proposals are considered to provide sufficient financial incentive for residents to consider emissions when considering replacement or a new purchase of a vehicle.

5.7 *"The regime disproportionately impacts on large families, those on fixed incomes and/or the less well-off and/or on those who use vehicles for business and domestic purposes"*

Precise information about the car ownership profile amongst existing permit holders in Brent is not available but it is estimated that 86% of permit holders will fall into the lowest 5 permit bands (i.e. £125 or less for a first permit)

Car ownership levels in Brent are amongst the lowest of all outer London Borough Councils (2001 census) with 37% of households not having access to a vehicle. Ownership levels are declining. It is reasonable to assume that a high proportion of those without a vehicle, and hence not impacted by their proposals, are the less affluent and/or on fixed incomes. Hence in terms of the overall population, the proposals will not have a disproportionate effect on the less affluent and/or those on fixed incomes.

The impact of higher charges is mitigated to an extent by the continuation of arrangements to allow residents to purchase permits for a period of less than 12 months at a pro-rata cost plus a modest administration fee.

The cost of parking is an integral part of the cost of motoring and a factor for all residents – including larger families and those who use vehicles for business purposes. There is often a range of vehicles that could accommodate the lifestyle of larger families and those with businesses and some vehicles, in those ranges, have lower emissions than others. The proposals are not designed to require residents to change their vehicles (since the proposed charges are considered reasonable in the context of the overall cost of motoring) but to encourage consideration of the effect on emissions when making vehicle purchase / change choices.

5.8 *"The regime discriminates against residents in Controlled Parking Zones"*

The Council is not in a position to apply permit charges outside of CPZ's. CPZ's are introduced after extensive consultation with the support of residents who currently benefit from the advantage of

controlled parking, albeit whilst being charged for permits. In the longer term, the Council may seek to use any powers it is given to influence emissions and car ownership across the Borough.

5.9 *"The proposals will encourage parking on driveways, front gardens etc."*

Occupiers have a general right to vehicular access to their properties and to park within those properties – subject to certain conditions. The Council applies stringent controls on the construction of crossovers (which are required to allow the lawful parking on drives within properties). Those controls are designed to provide for road safety as well as to mitigate against negative environmental impacts (associated with paving over gardens). Additional controls to mitigate against detrimental visual impact apply in Conservation areas.

Residents seeking to avoid the proposed charges by parking off-street will need to assess the cost of the necessary alterations (crossover, paving, landscaping etc.) against the proposed cost of permits.

Officer's assessment is that existing controls and the financial implications will combine to ensure that there will not be a detrimental impact on road safety, the streetscape or the environment as a result of an increase in parking on driveways etc.

5.10 *"The consultation has been inadequate"*

The consultation arrangements employed are described in section 3 of this report. The statutory consultation procedure required in relation to the necessary Traffic Order has been fully complied with and included in the displaying of the notice on every street within controlled parking zones. The proposals have been in the public domain, with explanatory information available, for a number of months. A mechanism has been employed to receive any representations and Appendix 'B' illustrates that it has been successfully used.

Interestingly all those who expressed concern about the adequacy of the arrangements were aware of the proposals and had availed themselves of the opportunity to make comment.

A number of representations contained the suggestion that all residents should have been directly contacted in relation to the proposals. In that the proposals were highlighted within the Brent Magazine that was the case. It is considered unnecessary to directly mail all residents in relation to the proposals. The consultation arrangements employed were broadly consistent with those that have been employed by other Boroughs when consulting on similar proposals.

5.11 *"The proposals will encourage car change and increase the overall carbon footprint"*

Parking charges are a relatively small proportion of the cost of a car purchase. Whilst the aim of the proposed scheme is to influence decisions about the type of car purchased (or whether to own a car at

all) it is considered most unlikely that the charges alone would precipitate car change on a significant scale and hence increase the overall carbon footprint due to an overall increase in the number of vehicles. Similarly it is considered unlikely that residents would increase car usage to get "value for money" from their permits.

- 5.12 *"The proposals represent a retrospective tax and/or a double tax (after Vehicle Excise Duty and/or fuel tax)."*

Similar regimes have been introduced in a number of London Boroughs in recent years and have not been found to be unlawful. Permit fees are charges and not a tax. Every resident has a choice whether to purchase a permit or to make alternative parking/travel arrangements. It is the case that residents will generally be in possession of a car before making that decision but the objection of the proposal is to encourage residents to consider the impact of emissions when changing their vehicles. The existing arrangement is a simple emission based scheme and the proposals could be considered as an extension of the precedent set by those arrangements.

The proposals are not a double tax. The VED arrangements are part of a wider Government strategy to combat climate change. The proposals complement those wider objectives. The VED banding arrangements have been used for simplicity in administration and because they are widely understood. Fuel duty does, to a limited extent, constrain car use and therefore contribute to lower emissions but that is part of a wider and entirely separate fiscal regime.

- 5.13 *"The proposals run contrary to the principles of CPZ's – to protect local residents rather than penalise them – and assurances provided around charges when CPZ's were introduced".*

CPZ's are implemented to provide an appropriate apportionment of kerbside parking space to the varying types of road user, whilst maintaining road safety and the free flow of traffic, in areas where there would otherwise be high levels of parking stress and/or problems. Permit arrangements are an integral part of the apportionment arrangements and the setting of appropriate charges is an essential mechanism for managing demand.

The proposals are therefore an intrinsic part of a package designed to protect residents in the sense that they will (i) have access (albeit at a cost) to a significant proportion of kerbside parking space during the CPZ operational hours, (ii) benefit from improved (or maintained) road safety and traffic flows.

The object of the proposals is to support the policy objections set out in the Executive report and not to penalise residents. The benchmarking exercise discussed in the Executive report has highlighted that the proposed charge for an "average" vehicle will be more closely aligned

to permit charges in other Boroughs with similar parking conditions and practices. Hence residents cannot be considered to be penalised in the sense that they will receive fewer benefits, have no options or by comparison to residents elsewhere.

It is the case that the cost of permits is an important consideration for residents when being consulted on the possible introduction of a CPZ (or changes to a CPZ). It is also the case that residents often seek, and are given, assurances that the costs of permits are set at a level that is reasonable. Nevertheless when those assurances are given it is implicit that charges are not fixed in perpetuity and are subject to revision. In this case the proposed changes are being introduced for the policy reasons stated and this would not be contrary to any assurances provided, explicitly or implicitly.

There is an argument that, in the light of the proposals, all residents within existing CPZ's should be consulted as to whether CPZ's should be removed. This is not considered appropriate. CPZ's are introduced, with residents' views taken into account to ensure the appropriate allocation of parking space and to maintain road safety and traffic flow. The cost of permits is an important consideration for residents and for the Council (in terms of managing parking demand) but not the predominant consideration. It would be inappropriate to consult residents in the light of the proposals when the conditions that led to the introduction of the CPZ(s) in the first place still exist and could not be satisfactorily addressed if the CPZ were to be removed.

6.0 Consideration of supportive representation

6.1 *"Vehicles less than 110g/CO₂/km should be charged"*

There was no consistency amongst those respondents that provided a view on this point. A small number objected to the principle of any vehicle being exempt from payment. A small number argued that electric vehicles should not be charged (although this is within the proposals). On balance it is considered that having a zero charge for the lowest emission vehicles provides a valuable and clear message to residents around the positive impact on climate change (of vehicles with lowest emissions). Although it is recognised that every parked vehicle takes up kerbside parking space, it is estimated that only 6 % of vehicles may fall into this band and the majority of other drivers will not be disadvantaged, in terms of access to parking space, by this element of the proposal.

7.0 Financial Implications

These are as set out in 5.0 of the report to Executive dated 11th August 2010.

8.0 Legal Implications

These are as set out in 6.0 of the report to the Executive dated 11th August 2010.

9.0 Conclusions

Proposals to generally increase charges or residents permits for parking on the public highway (within CPZs) at the same time as introducing a full vehicle emission based charging regime have been subject to appropriate consultation.

Those consultation arrangements included consideration of proposals to introduce an "all zone" permit for car club users and a "permit surrender prize" scheme.

A significant number of representations were received in response to the consultation.

A small number of responses were received in relation to the "permit surrender prize" and "all zone" permit for car club users proposals. Those responses were evenly divided between unqualified support and concerns / objections.

Over 99% of the responses related to the proposals in relation to residents permits. These have been summarised at Appendix 'B' and have been considered in this report. With a small number of exceptions, the responses opposed introduction of the proposals in their current form.

The responses, in relation to the permit surrender prize and the "all zone" car club permit proposals illustrate that there is scope to improve understanding of car clubs and the role that membership can have in supporting changing travel behaviours and in contributing to combating climate change. It is recommended that a communications plan is developed and delivered so as to improve that understanding.

Having properly considered the representations in the context of the transport and environmental rationale set out in the report to the Executive on 11th August 2010, it is recommended that the proposals are introduced.

10. Equalities implications

An equalities impact assessment in relation to the proposals has been undertaken. The assessment demonstrates that the proposals will not

have a significantly disproportionate impact on residents in relation to their racial group, sexuality, gender, age, faith or belief or disability.

11. Other Implications

No other significant implications

Recommendations

The Director of Environment and Neighbourhoods is recommended, after proper consideration of the matters raised by way of objections and representations summarised in Section 4 and Appendix 'B' and discussed in detail in sections 5 and 6 above and in the context of the policy and other reasons set out in the report to Executive of 11th August 2010, to agree to the introduction of the charges described in the Executive report, on or as soon as practicable after, 1st April 2011.

The Directorate of Environment and Neighbourhood Services, after proper consideration of the objections and representations, is recommended to agree to the introduction of a "whole zone" parking permit for car clubs and a "permit surrender prize" scheme as outlined in the report to Executive dated 11th August 2010, on or as soon as is practicable after, 1st April 2011.

Furthermore, in response to the representations, the report recommends that a communications strategy is developed and implemented to improve understanding in relation to car clubs.

Decision

I agree to the above recommendations.

I disagree with the above recommendations.

Signature : 

Name : S.A. HARPER (11.02.11)

Post : Director of Environment and Neighbourhood Services

Any declarations of interest: YES/NO

Appendices:

Appendix A – Report to Executive dated 11th August 2010.

Appendix B – Summary of representations received.

Appendix C – Extracts of (2) petitions received.

Version 1.1
Date 10.02.11

Report to Director of Environment & Neighbourhood Services

Vehicle emission based resident parking permits regime and charges.

APPENDIX "C" – 2 petitions (extracts only)

LB
0:

PETITION (total.)

Excessive Parking Permit Charges

As a local resident I oppose the plans by the Labour Executive at Brent Council to increase residents Parking Permit charges by an excessive amount. CPZs exists to protect local residents and NOT to make money out of us.

1050 signatures
(approx.)

This page is intentionally left blank



Highways Committee 27th July 2011

Report from the Head of Transportation

For Action

Wards Affected:
Barnhill, Preston

Consideration of representations to proposals to introduce pay and display parking controls in Preston Road & Bridge Road.

1.0 Summary

On 23rd March 2011 the Committee gave approval to the Head of Transportation to implement pay and display parking controls, at locations where free but controlled parking arrangements currently exist, subject to appropriate consultation arrangements being following and the identification of funding for implementation.

Proposals for the introduction of pay and display parking controls in Preston Road (and adjacent side roads) and Bridge Road (and an adjacent side road) were subsequently developed and have been the subject of consultation.

There have been a significant number of objections (including 4 petitions) to the proposals. These are not considered minor or vexatious and need to be properly considered by the Committee before a decision on whether or not to implement the proposals is made.

This report outlines the representations received in relation to the consultation, including the statutory consultation in association with the Traffic Order process.

The report considers those representations in the context of the original proposals and recommends that the Committee approves implementation of the proposals.

2.0 Recommendations

- 2.1 That, having given proper consideration of the matters raised by way of objections and representations summarised in Section 6 and Appendices 2 and 3 and discussed in detail within the report, and in the context of the policy and other reasons set out in the report and the Equality Analysis, the Committee approves the introduction of schemes of pay and display parking in Preston Road and Bridge Road (and adjacent side roads), as described in this report.
- 2.2 That the Committee notes that it is proposed to undertake a review of the operation of the scheme(s) no later than 12 months after their implementation and present the outcomes of that review to the Committee upon completion of that review
- 2.3 That the Committee instructs the Head of Transportation to give priority to working with the lead member, ward members, and others representing local residents and businesses, to (i) identifying and introducing measures to improve awareness and use of the Preston Road car park and (ii) to explore opportunities to pilot a charging regime in that car park that would further increase use of the car park and the vitality of businesses in Preston Road and could be considered for introduction in all town centre car parks.

3.0 Background - General

On 13th December 2010, in a report on fees and charges, the Executive Committee agreed proposals to “review anomalies for charging for on-street parking spaces on Bridge Road (Wembley), Preston Road and on the Park Royal Industrial Estate”.

On 23rd March 2011 the Highways Committee considered a report on the standardising of arrangements for short-term (controlled) on-street parking in the context of the earlier Executive Committee decision. That report considered issues relating to free short parking at locations where it is controlled. The Committee were advised that Preston Road and Bridge Road had been identified as areas where pay and display parking could be introduced so as to address those issues as part of an on-going programme. The Committee was advised that roads in Park Royal were fundamentally different from those such as Preston Road and Bridge Road and that a review of arrangements for those roads would be undertaken and reported at a later date.

The Committee delegated approval to the Head of Transportation to implement pay and display parking controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

The Committee were advised that residents and businesses in the immediate vicinity of the proposals would be notified of the proposals and invited to make

representations as part of the statutory consultation associated with the necessary amendments to Traffic Orders. This would be a departure from the usual arrangements for consulting on larger parking control proposals. Proposals for both Preston Road and Bridge Road were developed. Residents, businesses and statutory consultees were consulted on the proposals during June.

3.1 Existing arrangements & background – Bridge Road

Bridge Road is a classified “A” road outside of a controlled parking zone (CPZ). The section of Bridge Road between Wembley Park station and its’ junction with Forty Lane has the Ark Academy on the western side and a number of businesses (predominantly retail) on the eastern side.

Extensive (yellow line) parking controls exist within the residential (Chalkhill Road) area to the east of Bridge Road. There are no significant parking controls within the residential (Barn Hill) area to the north of Bridge Road.

Bridge Road is within the Wembley Protective Parking Scheme area. There is a bus lane and “at any time” parking restrictions on the western side of Bridge Road. Along the eastern side of Bridge Road there are 3 parking bays within which parking is permitted free of charge Monday to Saturday between 9.30 am and 4.30pm for a maximum of 2 hours. Parking is not permitted during peak hours. There are no restrictions overnight (between 6.30pm and 8am) and on Sundays, except when the Event Day restrictions are in force. There are 2 parking bays in Chalkhill Road close to the junction with Bridge Road where similar restrictions apply. “At any time” double yellow lines are in place between the parking bays in Bridge Road and at junctions. Single yellow lines exist between and opposite the parking bays in Chalkhill Road.

The parking controls have been in place for a number of years. In 2009 residents were consulted on proposals to convert the free parking bays to pay & display bays so as to increase turnover. The majority of respondents to the consultation rejected the proposals and Committee decided not to implement them.

3.2 Existing arrangements & background – Preston Road

Preston Road is an unclassified road outside of a CPZ and is a local shopping area. The section of Preston Road between Carlton Road East and The Avenue is predominantly fronted by businesses (generally retail) with residential premises above. There are yellow line controls to the north and south of this section. There are no significant parking controls in the residential areas to the east and west of Preston Road. There is a (Council operated pay and display) public car park off Preston Way on the western side of Preston Road.

Preston Road is within the Wembley Protective Parking Scheme area. Along both side of Preston Road are (11) parking bays within which parking is permitted free of charge for up to 1 hour (subject to no return within 2 hours) from Monday to Saturday between 8am and 6.30pm. Overnight (6.30pm to

8am) and on Sundays there are no controls. There are (9) similar bays in side roads off of Preston Road close to the junction(s) with Preston Road. There are single and double yellow parking controls, crossing zig-zag controls and bus stop controls between the parking bays.

The current arrangements in Preston Road have been in place since an extension of a smaller, central area, of free parking controls was approved by Highways Committee in March 2006. The decision to expand the extent of free parking bays was informed by a parking survey which illustrated that the original bays were well used and motorists generally complied with the one hour requirement whilst the area with no bays had a lower turnover of space with a longer stay duration. When making their decision the Committee were advised that short term free parking bays are resource intensive in terms of enforcement and that enforcement resource would continue to be prioritised within CPZs.

The Preston Road car park is poorly used. For a short period in 2010/11 the charges for the car park were reduced to below the standard charge rates in other car parks. In April this year charges in the car park were changed to be consistent with all Council public car parks.

4.0 Proposals

In March 2011 the Committee were advised that there were issues in relation to free short term parking in areas where parking controls exist. The issues were that:

- (i) They (free short term bays) represent an inconsistency since motorists parking in those bays do so free of charge whilst they would be charged at generally similar locations elsewhere (outside and within CPZs).
- (ii) They could be argued as being contrary to the Council's general policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys
- (iii) In that they are resource intensive to properly enforce. there is generally a low level of compliance with the one hour maximum stay and hence their purpose is undermined.

Proposals to address these issues by introducing pay and display controls in both Preston Road and Bridge Road and side roads where free short term parking bays exist were developed. If introduced, motorists would have to pay to park in these bays from Monday to Saturday between 8am and 6.30pm in Preston Road and side roads and from Monday to Saturday between 9.30am and 4.30pm in Bridge Road and side road.

The maximum stay period in Preston Road would be 2 hours. All other parking controls (yellow lines) and the Event day arrangements would remain unchanged.

5.0 Consultation

Consistent with the arrangements approved by Highways Committee, consultation on the proposals took place in June 2011. Statutory consultation on the necessary Traffic Orders took place in the normal way with the proposals advertised in the local press, London Gazette and sent to statutory consultees. At the same time, all residents and businesses in the immediate vicinity of the roads where controls were proposed to change were notified of the proposals by letter and invited to make representations.

A meeting, organised by the QARA Group of Associations was attended by officers during the consultation period and at the organisers request to support understanding of the proposals.

Approximately 30 representations were received outside, and prior to the start, of the consultation period. In the main these were received in advance and shortly after the Committees decision to approve consultation in March 2011. Those objections have not been captured here although the sense of those objections is covered by others. It is anticipated that those objectors would have repeated their objections in later correspondence or by signing one of the petitions.

The consultation materials are shown at Appendix 1.

6.0 Responses to of the consultation

A total of 43 written responses to the proposals have been received. These are tabulated and summarised in Appendix 2.

Aside from one response all the responses opposed the proposals.

Of the responses 35 (85%) related solely to the proposals for Preston, 5 (11%) related to solely to the Bridge Road proposals whilst 3 (4%) covered both proposals.

32 (75%) of the responses came from residents with 6 (14%) coming from businesses and 5 (12%) coming from ward members.

Four (4) petitions were received. These have all been verified by Democratic Services. Details of the petitions are shown at Appendix 3. All of the petitions were signed by residents and others opposed to the proposals. A total of 2182 signatures are contained within the 4 petitions.

No objections were received from the statutory consultees (the emergency services etc).

6.0 Consideration of objections / representations

The following section of the report considers the objections / representations received in response to the consultation. Every objection / representation received (as summarised in Appendices 2 and 3) has been considered in the

drafting of this report. There are a number of recurring themes in the objections. For practical reasons this section discusses those recurring themes only.

The recurring grounds for objection are:

- The proposals will adversely impact on residents using the local shops, reducing patronage and, in turn, adversely impact on the viability of the businesses/shopping areas (which is contrary to the Council's wider policies and strategies)
- The existing arrangements are working well and there is no justification for change
- The consultation arrangements were flawed
- The proposals will adversely impact on residents living within the area affected by the controls
- The proposals will displace parking onto adjacent residential streets without controls and adversely impact on the amenity of residents there
- The rationale for introducing the proposals is flawed and the objectives will not be achieved
- The financial business case is flawed – in particular the impact on lost business rates has not been considered
- The pay & display charges proposed are exorbitant
- The proposals will adversely impact on older people needing to access services in the 2 areas, rely on use of a car, and have limited disposable income.
- The proposals are (wholly) finance driven

Considering each issue in turn

“The proposals will adversely impact on residents using the local shops, reducing patronage and, in turn, adversely impact on the viability of the businesses/shopping areas (which is contrary to the Council's wider policies and strategies)”

The proposals will clearly impact those residents who currently use or work in the businesses in Preston Road and Bridge Road and currently drive to park there. Those residents will have to decide whether to drive and pay, drive and park nearby or in the car park, visit the area using a different mode of transport or to use facilities/shops elsewhere.

No surveys have been undertaken to measure the origins, purpose or normal duration of visitors to these locations and therefore it is not possible to predict the precise impact of the proposals. It is the case that it is not normal practise to undertake such surveys and no "patronage" surveys were undertaken at either location when the controls at each location were implemented.

In the absence of detailed surveys it is assumed that most users of the businesses at the 2 locations either live within a reasonably close proximity or are "passing through".

The introduction of pay and display controls will allow motorists to pay to stay (legally) beyond the current maximum time periods which will allow visitors to park close to facilities which usually require a longer stay time or where there is uncertainty about the stay time. This would support certain trips.

Similarly the introduction of pay and display controls leads to more effective enforcement (assuming the level of resources does not change) which in turn improves compliance and increases "churn". This is likely to increase patronage as potential visitors perceive the areas as easier to find a space to park. At the current time, spot surveys indicate a generally low level of available parking space at both locations' when the existing controls are operational.

The existence of the car park at Preston Road offers visitors the opportunity to park reasonably close to the shopping area at lower rates than the pay and display charges proposed.

The cost and availability of parking spaces does generally impact on decisions on how, when and where to access facilities. However there are many other drivers that also impact on the viability and vitality of shopping parades (operational costs, the retail mix/offer, proximity of competition, quality of the public realm etc). Officers are of the view that there is no definitive evidence that the proposals will have a significant detrimental impact on patronage which would in turn adversely impact on the viability and vitality of businesses at these locations.

The Council's wider strategies and policies, including the (draft) Local Implementation Plan which is the subject of a report elsewhere on the agenda and the Council's current Parking Enforcement Plan are not specific in relation to the form and nature of controls to be employed at any particular location and do not compliment or run contrary to the proposals.

"The existing arrangements are working well and there is no justification for change"

There are 3 issues which the proposals are intended to address:

The first is that the existing arrangements are inconsistent with other areas. Regardless of how the arrangements are perceived as working, it is evident that the arrangements are inconsistent with that elsewhere (inside and outside CPZs) and hence is a reason for change.

The second is that the arrangements could be argued as contrary to the Council's policy of encouraging the use of more sustainable transport means. In is the case that the arrangements do discourage long stay commuter parking in both areas. However the existence of free short term parking bays little to encourage potential visitors to travel to the area by foot or cycle (where it is practicable to do so). The introduction of the proposals would encourage a proportion of visitors to examine alternative travel choices.

The third issue is that of compliance with the maximum stay period. It is the case that pay and display controls are less resource intensive to enforce than the existing arrangements. There are indications that compliance could be improved at both locations which would improve "churn" which frequently supports trade. The introduction of a longer maximum stay period encourages visits from compliant motorists seeking to use certain types of facilities.

"The consultation arrangements were flawed"

The consultation arrangements were consistent with those agreed by the Highways Committee at the meeting on 23rd March 2010. The arrangements comply with legislation in relation to the introduction of parking controls. Those residents and businesses in the immediate vicinity of the proposals were alerted to the proposals by letter drop in addition to the statutory press and street notices. It would not be practicable or necessarily appropriate to directly alert every potential visitor to the two locations of the proposals.

Notwithstanding the arrangements made, the number and source of the responses received indicates a relatively high level of awareness of the proposals and how to respond. Officers are of the view that the consultation arrangements were appropriate and adequate and will have enabled the Committee to consider pertinent and relevant issues and make an informed decision.

"The proposals will adversely impact on residents living within the area affected by the controls"

No analysis of car ownership levels of residents within the areas where controls are proposed has been undertaken. Nevertheless it is recognised that the proposals could impact on those vehicle owning residents who live within the two locations and seek to park close to their homes in two main ways:

Firstly, they will have to pay for short term parking whereas they previously would not have had to. This is the case but has to be balanced by the opportunity to pay and park for longer periods and by the increase in opportunities to park that should be result from increased churn.

Secondly, there is the risk that the proposals will displace parking into adjacent residential streets and limit parking choices for those residents who live within the areas where pay and display is to be introduced and seek to park elsewhere (when the controls are in operation). There is no certainty that this will be the case since it will depend on the choices other users/visitors make. Generally residents and visitors seek parking space at different times of

the day and this ameliorates the impact of displaced parking although not generally on Saturdays.

“The proposals will displace parking onto adjacent residential streets without controls and adversely impact on the amenity of residents there”

Again it is difficult to assess the degree to which parking will be displaced into adjacent areas since it will depend on a number of factors that current influence visitors/users and the choices they would make if the proposals are introduced.

In the case of Bridge Road displacement this is unlikely to be a significant issue since there are parking controls to the east of Bridge Road and the nearest uncontrolled areas (around Barn Hill) are unlikely to be attractive alternatives.

There are no significant controls in the residential roads adjacent to Preston Road. There is evidence of relatively high levels of commuter parking in roads or parts of roads closest to the station and shopping area at the current time. However a recent consultation undertaken to ascertain the level of local support to address this through introduction of a CPZ showed a lack of consensus for the introduction of CPZ controls.

Again it is difficult to determine to what extent parking will be displaced. In the main commuter parking in adjacent roads starts before there is greatest demand for parking space to visit shopping areas. There is likely to be a degree of additional displacement which will in turn increase the difficulty that some residents may have parking in close proximity to their homes. This is likely to be ameliorated to a degree by a “spreading” of any displacement over a relatively large area. Where displacement might cause significant local congestion or seriously compromise road safety it will be possible to introduce short lengths of parking controls (ie at corners) to address this.

The Committee will be aware that there are currently no resources to re-visit the possibility of introducing a CPZ in this area.

The degree to which the introduction of pay and display controls is seen as acceptable by visitors and encourages churn and to which visitors use the public car park will impact on the extent of any displacement onto adjacent roads and hence on the extent of loss of amenity for residents there. On balance, officers’ view is that the extent of displacement is unlikely to significantly increase parking stress over a large area.

“The rationale for introducing the proposals is flawed and the objectives will not be achieved”

The rationale for introducing the proposals was to (i) eliminate the inconsistency whereby free short term parking is allowed in some areas and not in other similar areas (ii) to reinforce the wider approach in relation to the use of sustainable transport modes and (iii) to address the issue of likely lower levels of compliance and encourage “churn”.

There is an argument that inconsistency in unnecessary and that the Council should introduce different parking regimes that are particularly sensitive to the nature and needs of particular locations. Whilst there are inconsistencies in schemes and regimes (for example there are CPZs in some areas and not others and different CPZs have different operating times) it is the case that the Council has consistency in parking charges across the Borough and is moving to a more consistent rationale behind the introduction of controls. In making earlier decision's the Executive and then the Highways Committee would have been mindful of the rationale behind the proposals (as regards the issue of consistency) and would have made an informed decision.

A different approach could have been to move to consistency by introducing free short parking in similar locations. Notwithstanding the complexity of such an approach (and the resource implications it would need) the impact of such an approach is considered contrary to the Council's wider strategy of encouraging more sustainable transport modes and making an appropriate allocation of kerbside parking space.

The issue of encouraging use of more sustainable transport modes has been discussed earlier. The use of parking controls and pricing regimes is part of a wider strategy to discourage non-essential car use and is considered a reasonable driver for the proposals.

Similarly there is no evidence to suggest that the introduction of pay and display controls to improve compliance without deploying additional enforcement resources is irrational.

“The financial business case is flawed – in particular the impact on lost business rates has not been considered”

The financial business case was set out in the report to Highways Committee on 23rd March and is re-stated in this report. The costs and income shown are based on officers best estimates based on information from comparable projects. In particular a prudent reasonable estimate of bay usage has been taken.

The business case does not take account of the financial implications beyond those directly associated with the proposal. It is not normal practice to take account of issues such as collection of business rates or other taxes.do otherwise – particularly since there are many external factors that will impact on the viability and vitality of a location in addition to the availability and price of parking space.

“The pay & display charges proposed are exorbitant”

The Council has a policy of charging the same rates for parking in pay and display bays irrespective of where those bays are located. Consistent with this approach the standard regime of charges would be introduced at these locations.

The Council reviewed and revised its regime of charges in April 2011. That review included a comparison of the charges made by other Councils in London. When making the decision to amend the charges the Executive would have considered the proposed new charges in the context of transport and other policies, the financial situation, the impact of revising them and comparative charges elsewhere. In making their decision the Executive would not have been of the view that the charges are exorbitant.

“The proposals will adversely impact on older people needing to access services in the 2 areas, rely on use of a car, and have limited disposable income”.

The proposals have been subject to an equalities analysis to determine whether they would significantly disproportionately impact on older people. The analysis demonstrates that this is not the case.

“The proposals are (wholly) finance driven”

The report to Highways Committee outlined the 3 main issues associated with free short term parking arrangements in the Borough and discussed how the proposals would address those issues. The report did not propose the introduction of the controls to increase revenue. The financial implications were set out in the report and demonstrate that their introduction would generate additional income. In making decisions the Committee must be mindful of the financial implications. It is not unlawful to generate a surplus from parking activity provided that surplus is invested in transport related activity. Although the proposals will generate additional income officers are of the view it is erroneous to say they are finance driven.

7.0 Financial Implications

The cost of implementing the proposals is estimated to be £50.0k exclusive of staffing costs (which can be met from the (Transportation) revenue budget). There will be additional operational costs of c£8k pa.

Income from the introduction of controlled parking at these locations is estimated to be £196k per annum.

The annual cost of the machines and signage over the normal operational is estimated to be £9k per annum which could be met from the projected estimated additional income stream leaving a projected net income of £179k per annum.

There is a satisfactory business case for introduction of the proposals as a self-funded scheme.

The Parking Revenue Account contains provision for an estimated additional income of £284k during the current 2011/12 financial year from additional parking controls. The income associated with these proposals will contribute to that provision.

8.0 Legal Implications

The introduction of parking controls, including the introduction of “pay and display” controls, requires the making of a traffic regulation order under the Traffic Regulations 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 & Wales) Regulations 1996.

The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the scheme(s). 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.

Members have authorised the Head of Transportation to commence the statutory process and to consider and reject objections if he thinks they are minor or vexatious. In this instance objections have been received that the Head of Transportation thinks are other than minor or vexatious. Consequently this report has been presented in order that the Committee shall properly consider the objections and decide whether or not to approve the making of the Traffic Orders and implementation of the scheme(s).

9.0 Diversity implications

An equalities analysis has been undertaken and is shown at Appendix 4. The Committee are under a duty to give consideration to that analysis when considering this report and making a decision

10.0 Staffing & other implications

No significant implications

Summary

The proposals have generated a number of objections. Although only 42 objections were received, the number and size of petitions received indicates a wider interest and resistance to the proposals.

Within this report the content of the objections has been identified in summary in Appendix 2 and the petitions have been summarised at Appendix 3.

Within the report particular consideration has been given to the recurring themes although every issue has been captured within the report.

In deciding whether to implement the proposals proper consideration must be given to the representations, both in summary and in detail, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities analysis.

Having given that proper consideration the Committee are recommended to approve implementation of the proposals at both locations.

The responses to the consultation have identified that an opportunity exists to encourage use of the Preston Road car park, in a way that is not contrary to the Council's wider strategy on sustainable use, so as to address a number of concerns in relation to the vitality and viability of Preston Road as a local centre. It is recommended that officers work with representatives of the local community on measures to increase awareness and use of the car park and to explore opportunities to adopt a pilot charging regime in the car park that could further support activity in Preston Road and could be considered for introduction in all town centre car parks.

Background papers

- Report to Highways Committee 22nd March 2006 – Preston Road Area Parking
- Report to Highways Committee (July 2009) – CPZ work programme (Bridge Road)
- Report to Executive Committee 14th December 2010 – fees & charges report
- Report to Highways Committee 23rd March 2011 – Standardisation of arrangements for short term controlled on street parking.
- Brent Council Local Implementation Plan (2006-11)
- Brent Council Parking Enforcement Plan (2006-11)

Appendices

Appendix 1: Consultation materials (letter and area of implementation)

Appendix 2: List of objections received

Appendix 3: details of petitions received

Appendix 4: Equalities Analysis

Contact details:

Report author: Tim Jackson (Head of Transportation) Department of Environment & Neighbourhood Services, Brent House, 349 High Road, Wembley HA9. Telephone 020 8937 5151. E-mail: tim.jackson@brent.gov.uk.

This page is intentionally left blank



**PROPOSAL:
CONVERSION OF EXISTING FREE PARKING BAYS TO
PAY & DISPLAY PARKING BAYS**

The Owner/Occupier

Highway & Transport Delivery
2nd Floor
London Borough of Brent, Brent House
349-357 High Road
Wembley, Middlesex
HA9 6BZ
Email: Transportation@brent.gov.uk

Dear Resident/Business

LOCATION: BRIDGE ROAD, WEMBLEY

At a recent meeting of Brent Council's Highways Committee held in March 2011, it was agreed that the existing free parking bays in Bridge Road be converted to Pay & Display (P&D) parking bays. This is part of a boroughwide plan to standardise short term parking in Brent by charging for all on street parking spaces. At the moment some shopping areas within Brent are free whereas others have P&D parking.

The proposed P&D bays in Bridge Road will attract the following charges;

- £0.60 for 20 minutes
- £1.50 for 40 minutes
- £2.40 for 1 hour
- £6.00 for 2 hours
- £9.00 for 4 hours

The proposed hours of operation of the P&D bays will be Monday to Saturday, 9.30 am to 4.30 pm (including Bank Holidays) with a maximum stay of 4 hours. The hours of operation will be extended to Midnight on event days with a maximum stay of 2 hours. P&D parking will also be operational if an event occurs at Wembley on Sundays.

You will find a plan showing the extent of the proposal in the drawing on the reverse side of this letter.

As mentioned above, the implementation of this proposal has already been agreed by the Council's Highways Committee. However, if you have any comments during the statutory consultation process then you can write or email to the address shown at the top of this letter within the next 25 days.

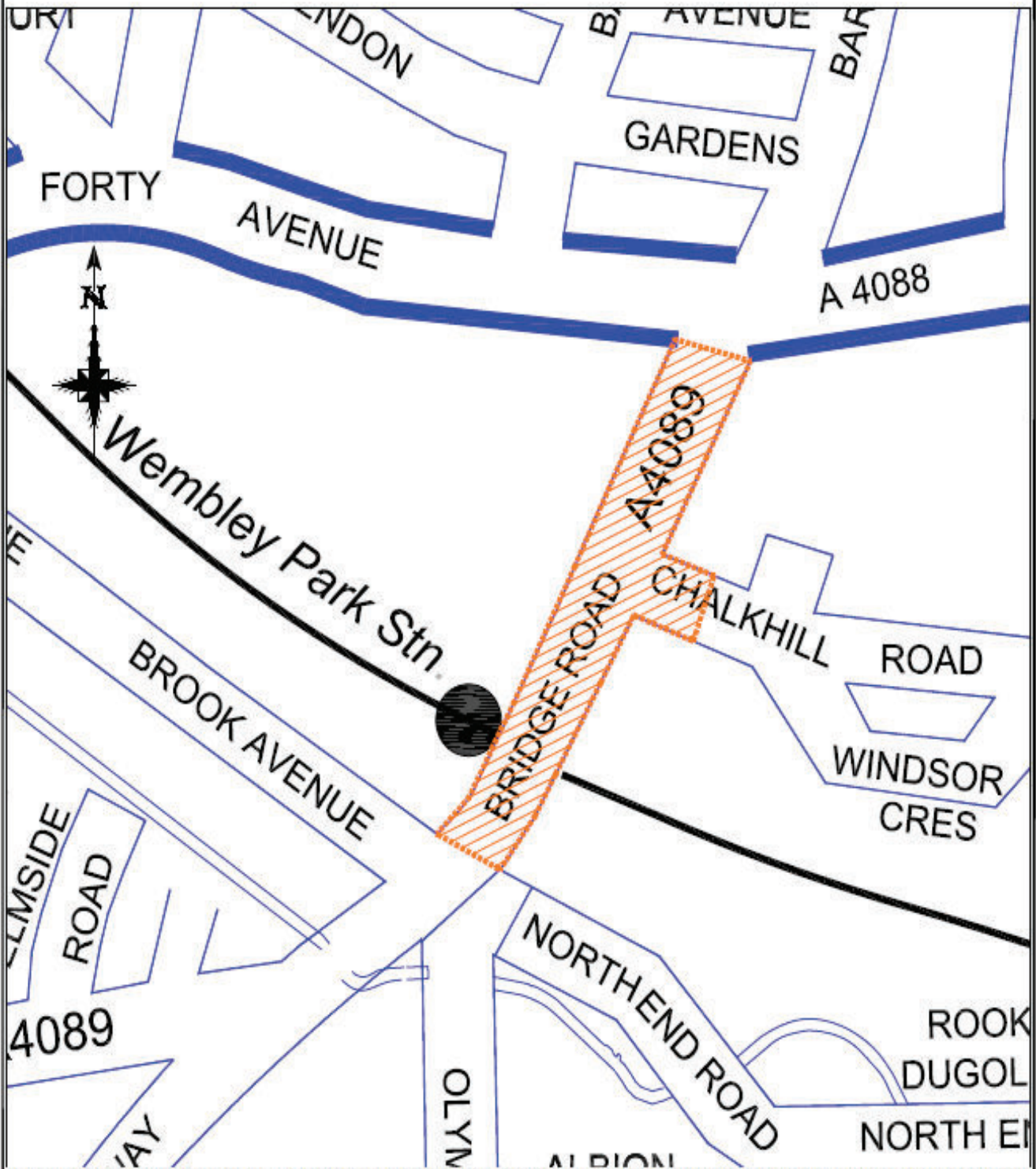
Yours faithfully

Parking Design Team

**IF YOU REQUIRE THIS DOCUMENT IN LARGER PRINT PLEASE
TELEPHONE 0208 937 5132 / 5149**



Area of Implementation



Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, 100025260, 2010



Brent – building a better borough



**PROPOSAL:
CONVERSION OF EXISTING FREE PARKING BAYS TO
PAY & DISPLAY PARKING BAYS**

The Owner/Occupier

Highway & Transport Delivery
2nd Floor
London Borough of Brent, Brent House
349-357 High Road
Wembley, Middlesex
HA9 6BZ
Email: Transportation@brent.gov.uk

Dear Resident / Business,

LOCATION: PRESTON ROAD, WEMBLEY

At a recent meeting of Brent Council's Highways Committee held in March 2011, it was agreed that the existing free parking bays in Preston Road be converted to Pay & Display (P&D) parking bays. This is part of a boroughwide plan to standardise short term parking in Brent by charging for all on street parking spaces. At the moment some shopping areas within Brent are free whereas others have P&D parking.

The proposed P&D bays in Preston Road and junctions with side road will attract the following standard P&D charges that are already levied across the borough;

- £0.60 for 20 minutes
- £1.50 for 40 minutes
- £2.40 for 1 hour
- £6.00 for 2 hours

The proposed hours of operation of the P&D bays will be Monday to Saturday, 8 am to 6.30 pm (including Bank Holidays) with a maximum stay of 2 hour. The hours of operation will be extended to Midnight on event days with a maximum stay of 2 hours. P&D parking is also operational if an event at Wembley Stadium occurs on a Sunday.

You will find a plan showing the extent of the proposal in the drawing on the reverse side of this letter.

As mentioned above, the implementation of this proposal has already been agreed by Brent Council's Highways Committee. However, if you have any comments during the statutory consultation process, then you can write or email to the address shown at the top of this letter within the next 25 days.

Yours faithfully

Parking Design Team

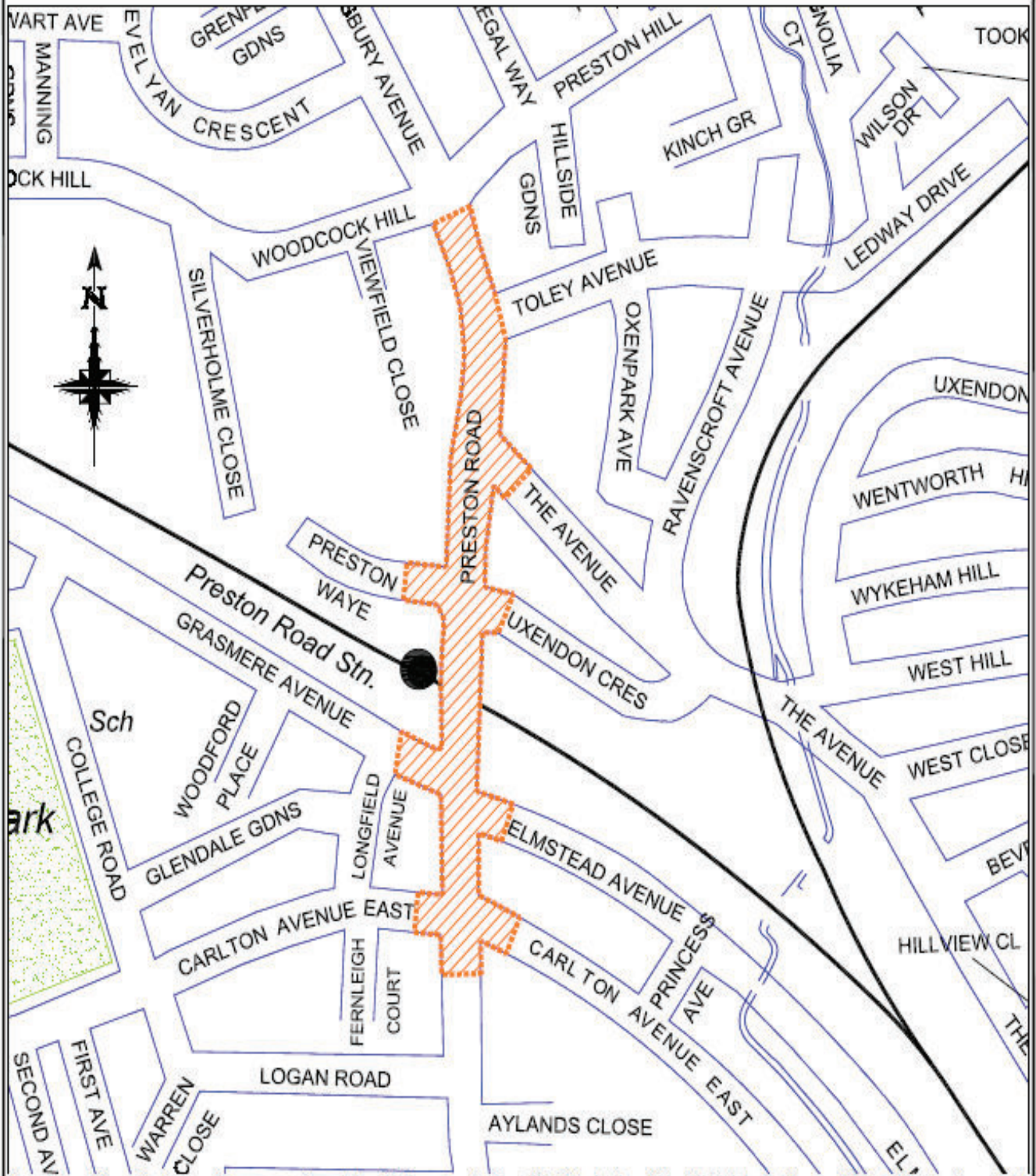
**IF YOU REQUIRE THIS DOCUMENT IN LARGER PRINT PLEASE
TELEPHONE 0208 937 5132 / 5149**



Brent – building a better borough



Area of Implementation



Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, 100025260, 2010

APPENDIX 2

Summary of objections/representations received

	Address		R, B or O	Response to	Representation
1	Ward member	P	O	G	<ul style="list-style-type: none"> • free parking should continue • needed to support shopping area • non-compliance not a problem
2	Ward member	P	O	G	<ul style="list-style-type: none"> • free parking should continue • needed to support shopping area • rationale behind proposals is flawed
3	Ward member	P	O	G	<ul style="list-style-type: none"> • Disagree with proposals • Provision should be given to parents using the station
4	Burn Way	B	R	G	<ul style="list-style-type: none"> • Proposals unnecessary • Revenue driven • P & D charges too high • Will adversely impact on vitality of Bridge Road
5	Ennerdale Gardens	P	R	G	<ul style="list-style-type: none"> • Free parking should continue • Will adversely impact on shops • Existing arrangements works well
6	Not given	P	R	G	<ul style="list-style-type: none"> • Opposed to proposals • Will adversely impact on shops • Standardising is unnecessary
7	Montpelier Rise	B	R	G	<ul style="list-style-type: none"> • Will transform appearance of area(s) • Will adversely impact on shops • Will be counter –productive in overall income terms
8	Carlton Avenue East	P	R	G	<ul style="list-style-type: none"> • Inadequate consultation – will impact beyond those directly consulted • Will displace parking onto residential streets • Will adversely impact on shops • Standardisation is a flawed rationale
9	Preston Road	P	R	G	<ul style="list-style-type: none"> • Ambivalent to proposals but need to address congestion between The Avenue and Woodcock Hill
10	Not given	P	R	G	<ul style="list-style-type: none"> • Proposed charges exorbitant • Will adversely impact on residents and shops • Existing arrangement works well
11	Mount Stewart Avenue	P	R	G	<ul style="list-style-type: none"> • Inadequate consultation • Will adversely impact on residents and shops • Revenue driven • Predicted income will be offset by costs
12	Preston Road	P	B	G	<ul style="list-style-type: none"> • Our staff need the free bays • Will adversely impact on shops • Other Boroughs have better arrangements in shopping areas • P & D charges are exorbitant
13	Preston Road	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on residents (of Preston Road) who already have to compete for parking space • Will adversely impact on shops
14	Preston Road	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on residents (of Preston Road) who will be displaced to

					nearby residential streets
15	South Kenton & Preston Park Residents' Association	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on shops • Not justified in small shopping areas such as Preston Road • P & D charges too high
16	Allonby Gardens	P	R	G & S	<ul style="list-style-type: none"> • Will adversely impact on shops • Existing arrangement works well • Will not impact on potential commuters
17	Not given	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on shops • Will displace parking onto residential streets • P & D charges to high
18	Preston Road	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on residents of Preston Road as parking is displaced onto residential streets • Existing arrangement works well • Rationale behind proposals flawed • Will adversely impact on local shops
19	Coniston Gardens	P	R	G & S	<ul style="list-style-type: none"> • Will adversely impact on residents needing to use services in Preston Road
20	Coniston Gardens	P	R	G	<ul style="list-style-type: none"> • Will reverse recent improvements in Preston Road (since existing arrangements were introduced) • Existing arrangement works well
21	Not given	P	B	G	<ul style="list-style-type: none"> • Will adversely impact on businesses
22	Windermere Avenue	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on residents, particularly the elderly, needing to access services in Preston Road • Will adversely impact on local shops and community
23	Ebrington Road	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on local community • Standardisation is a flawed rationale
24	Coniston Gardens	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on residents seeking to use local shops and services • Will enable motorists to park for longer – Making it harder to find a space • Existing arrangement works well
25	Preston Road	P	B	G	<ul style="list-style-type: none"> • Will adversely impact on our customers and hence on our business – a similar situation already exists in Kingsbury Road
26	Kenton Homeowners Association	P	R	G	<ul style="list-style-type: none"> • Will adversely impact on shops and residents • Existing arrangements work well • Will, be counter-productive in overall income terms (business rate income)
27	Preston & Mall Community Centre	P	O	G	<ul style="list-style-type: none"> • Will adversely impact on local businesses • Existing arrangements work well • Will be counter-productive in overall income terms (business rates)
28	Preston Road	P	B	G	<ul style="list-style-type: none"> • Will adversely impact on customers, visitors and staff to my business
29	Preston Road	B	B	G	<ul style="list-style-type: none"> • Proposals will disproportionately impact on the elderly with low income and those with mobility problems
30	Carlton Avenue East	P	R	G & S	<ul style="list-style-type: none"> • Will adversely impact on shops • Will be counter-productive in overall income terms (business rates)
31	Elmstead Avenue Residents'	P	R	G	<ul style="list-style-type: none"> • Rationale behind proposals flawed and

	Association				<p>not substantiated by evidence</p> <ul style="list-style-type: none"> Income predictions overly optimistic Will adversely impact on shops (hasten current decline) Proposals contrary to UDP strategy Inconsistency in proposals re longer stay arrangements
32	Preston Road	P	R	G	<ul style="list-style-type: none"> Will adversely impact on residents of Preston Road – particularly as motorists will be displaced into adjacent residential streets Will adversely impact on shops No apparent benefit for residents Standardisation is unnecessary
33	Preston Amenities Protection Association (see also petition)	P	R	G & S	<ul style="list-style-type: none"> Existing arrangements work well Rationale behind proposals flawed will adversely impact on businesses, residents and community well being. Better to properly enforce current arrangements Revenue driven Standardisation is unnecessary Inadequate business case presented
34	Ward Member	B	O	G	<ul style="list-style-type: none"> Proposal will adversely impact on shops – should provide cheaper P & D arrangements as in other Boroughs
35	Carlton Avenue East	P	R	G	<ul style="list-style-type: none"> Inadequate consultation Will adversely impact on shops Disingenuous attempt to support Wembley re-gen area Will increase pollution & congestion (as motorists go elsewhere) Will be counter-productive in overall income terms (business rates)
36	Preston Road	P	B	G	<ul style="list-style-type: none"> Existing arrangements work well – no compelling case for change Resources should be invested in other initiatives Revenue driven but business case flawed Make savings elsewhere Will adversely impact on businesses and the community Will be counter-productive in overall income terms (business rates) Contrary to messages from Central Government (around supporting local businesses)
37	Carlton Avenue East	P	R	G	<ul style="list-style-type: none"> Will adversely impact on local businesses and local employment Flawed business case A better proposal would be a "free first half hour" scheme
38	Corringham Road	B	R	G	<ul style="list-style-type: none"> Will adversely impact on local businesses and their customers P & D charges are penal Operational (start) time is absurd Irresponsible to introduce scheme at time of financial hardship Will be counter-productive in overall income terms (business rates) Existing arrangements adequate deter

					<ul style="list-style-type: none"> commuters Other means of raising income (such as charging for Town Hall car park) should be pursued Inadequate consultation
39	Bridge Road	B	B	G	<ul style="list-style-type: none"> Opposed to plans – contrary to proposals rejected recently
40	Preston Way	B	R	S	<ul style="list-style-type: none"> Will adversely impact on businesses Revenue driven Fails to reflect the Councils role to listen and effect local needs Existing arrangements work well Flawed rationale – standardisation not justified Proposals outside scope of standardisation – since bays are not currently pays and display Insufficient analysis of rationale and impact Flawed financial business case
41	Not Provided	P	R	G	<ul style="list-style-type: none"> Will adversely impact on businesses Contrary to trend of supporting local businesses Savings should be generated from other areas/initiatives
42	Ravenscroft Avenue	P	R	G	<ul style="list-style-type: none"> Will adversely impact on shops Public transport links to area inadequate Flawed rationale Will increase emissions and congestion (as motorists go elsewhere) Free/subsidised parking arrangement, according to local spend should be introduced
43	QARA Group of Associations	B	R	G&S	<ul style="list-style-type: none"> Human rights issues (not specified) – traders. Their customers & local residents Erroneous information within report to Executive (December 2010) in relation to the rationale for charges, comparative charges in other Boroughs & rationale for reviewing charges at Preston Rd & Bridge Rd Erroneous/misleading data and biase and overly simplistic business case within report to Highways committee (March 2011) Proposals not considered in context of Council Strategies & Policies – LDF, LIP, Corporate Strategy, PPS 12. EQIA,SEA & MTS Fiduciary duty of Executive & Highways Committtee not carried out Material issues not addressed by Highways Committee (March 2011) – wider financial implications not considered, no impact assessment, flawed rationale for proposals, failure to enforce restrictions resulting in manipulating of reporting and decision making Inadequate consultation Proposals go beyond original scope

					<p>agreed</p> <ul style="list-style-type: none"> • Outcome of consultation has been pre-determined (ref Planning Application June 2011 item 13)
--	--	--	--	--	--

Notes:

Column 2 - representation relates to:

P – Preston Road proposals only

Br – Bridge Road proposals only

B – Proposals at both locations

Column 3 - representation received from:

R – Resident or organisation primarily representing residents

B – Business or organisation primarily representing businesses

O – Other (eg ward members)

Column 4 – representation in response (where known) to:

G – General (open) consultation

S – Statutory consultation

Appendix 3

Details of Petitions received

Petition 1

Petition presented by: Preston Amenities Protection Association (PAPA)

Lead petitioner: Mr W Kemp (Chair PAPA)

Nos of signatures: 211

Petitioners: Residents

Wording:

“We the undersigned being residents in the London Borough of Brent in the proximity of Preston Road are opposed to the proposals to.....We reject the proposals on the grounds that it will have an adverse effect on both residents and traders locally”

Petition 2

Petition presented by: Brent North Conservative Association

Lead petitioner: Cllr H.B. Patel

Nos of signatures: 160

Petitioners: Primarily residents

Wording:

“We the undersigned object to the current proposals to.....and call on the Council to reject the proposals. The current system of one hour free parking is working well and we ask the Council to retain this”

Petition 3

Petition presented by: QARA Group of Associations

Lead petitioner: Mr R Dunwell

Nos of signatures: 1823

Petitioners: Residents, businesses and visitors (to the shopping areas_

Wording:

“We the undersigned require that LBB, Brent Council, its’ Council members and Department s to: (i) retain the existing no charge 1hr/2hr parking scheme in Preston Road, Carlton Avenue East, Elmstead Avenue, Preston Waye, Uxendon Crescent, Bridge Road, Chalkhill Road and service road front of 312-320 Preston Road, (ii) Not to introduce a pay and display scheme (and no parking CPZ zones or in the future). Note that the present scheme with minimal (periodic not constant) regular enforcement (a) provides effective flexible car parking in local retail shopping and small business areas (b) stops the all day parker and provides parking space turnover and (c) is of benefit to traders /customers and local residents alike (iii) We authorise Mr R Dunwell (QARA Group of Associations) to represent us as spokesman on this issue .

Petition 4

Petition presented by: on behalf of Wembley Park Traders Association

Lead petitioner: Mr Stephen Dennison

Nos of signatures: 188

Petitioners: Primarily residents

Wording:

“Save our local shops, Bridge Road, Grand Parade and Preston Road: We the undersigned petition Brent Council to implement the first hour free at the above sites. We would like residents to have the facility to obtain a ticket for this first hour and pat thereafter. This will enable residents to continue to support their local shops/business. We nominate Stephen Dennison to speak on our behalf.”

APPENDIX 4 - EQUALITIES IMPACT ASSESSMENT

Department: Environment and Neighbourhoods	Person Responsible: Tim Jackson
Service Area: Highway and Transport Delivery	Timescale for Equality Impact Assessment : By 18.07.2011
Date: June 2011	Completion date: 18.07.2011
Name of service/policy/procedure/project etc: Conversion of Existing Parking Bays to Pay and Display Parking Bays in Preston Road and Bridge Road.	Is the service/policy/procedure/project etc: New <input checked="" type="checkbox"/> Old <input type="checkbox"/>
Predictive <input checked="" type="checkbox"/> Retrospective <input type="checkbox"/>	Adverse impact <input type="checkbox"/> Not found <input checked="" type="checkbox"/> Found <input type="checkbox"/> Service/policy/procedure/project etc, amended to stop or reduce adverse impact Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Is there likely to be a differential impact on any group? Possibly No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	Please state below:
1. Grounds of race: Ethnicity, nationality or national origin e.g. people of different ethnic backgrounds including Gypsies and Travellers and Refugees/ Asylum Seekers No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	2. Grounds of gender: Sex, marital status, transgendered people and people with caring responsibilities No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
3. Grounds of disability: Physical or sensory impairment, mental disability or learning disability No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	4. Grounds of faith or belief: Religion/faith including people who do not have a religion Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
1. Grounds of sexual orientation: Lesbian, Gay and bisexual Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	2. Grounds of age: Older people, children and young People No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
Consultation conducted No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	
Person responsible for monitoring: Tim Jackson / Hossein Amir-Hosseini	Date results due to be published and where: Highways Committee 27 th July 2011

Please note that you must complete this form if you are undertaking a formal Impact Needs/Requirement Assessment. You may also wish to use this form for guidance to undertake an initial assessment, please indicate.

1. What is the service/policy/procedure/project etc to be assessed?

Conversion of Existing Parking Bays to Pay and Display Parking Bays in Preston Road and Bridge Road – Formal Impact Assessment

2. Briefly describe the aim of the service/policy etc? What needs or duties is it designed to meet? How does it differ from any existing services/ policies etc in this area

2.1 Summary

On 23rd March 2011 the Committee gave approval to the Head of Transportation to implement pay and display parking controls, at locations where free but controlled parking arrangements currently exist, subject to appropriate consultation arrangements being following and the identification of funding for implementation.

Proposals for the introduction of pay and display parking controls in Preston Road (and adjacent side roads) and Bridge Road (and an adjacent side road) were subsequently developed and have been the subject of consultation.

In deciding whether to implement the proposals proper consideration must be given to the representations, both in summary and in detail, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities Impact Analysis. This EIA has therefore been prepared to assess the impact of the proposals on the needs and requirements of the community and determine whether these affect or discriminate directly or indirectly against people from some racial groups, sexuality, gender, age, faith or belief or disability.

There have been a significant number of objections (including 4 petitions) to the proposals. These are not considered minor or vexatious and need to be properly considered by the Committee before a decision on whether or not to implement the proposals is made.

The report to Highways Committee on 27th July 2011 outlines the representations received in relation to the consultation, including the statutory consultation in association with the Traffic Order process.

Having given this proper consideration, the Committee are recommended to approve implementation of the proposals at both locations.

2.2 Recommendations

The recommendations in the Highways Committee report are as follows;

- (i) That, having given proper consideration of the matters raised by way of objections and representations summarised within the report, and in the context of the policy and other reasons set out in the report and the Equality Analysis, the Committee approves the introduction of schemes of pay and display parking in Preston Road and Bridge Road (and adjacent side roads), as described in this report.
- (ii) That the Committee notes that it is proposed to undertake a review of the operation of the scheme(s) no later than 12 months after their implementation and present the outcomes of that review to the Committee upon completion of that review

2.3 Background - General

On 13th December 2010, in a report on fees and charges, the Executive Committee agreed proposals to “review anomalies for charging for on-street parking spaces on Bridge Road (Wembley), Preston Road and on the Park Royal Industrial Estate”.

On 23rd March 2011 the Highways Committee considered a report on the standardising of arrangements for short-term (controlled) on-street parking in the context of the earlier Executive Committee decision. That report considered issues relating to free short parking at locations where it is controlled. The Committee were advised that Preston Road and Bridge Road had been identified as areas where pay and display parking could be introduced so as to address those issues as part of an on-going programme. The Committee was advised that roads in Park Royal were fundamentally different from those such as Preston Road and Bridge Road and that a review of arrangements for those roads would be undertaken and reported at a later date.

The Committee delegated approval to the Head of Transportation to implement pay and display parking controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

The Committee were advised that residents and businesses in the immediate vicinity of the proposals would be notified of the proposals and invited to make representations as part of the statutory consultation associated with the necessary amendments to Traffic Orders. This would be a departure from the usual arrangements for consulting on larger parking control proposals.

Proposals for both Preston Road and Bridge Road were developed. Residents, businesses and statutory consultees were consulted on the proposals during June.

2.4 Existing arrangements & background – Bridge Road

Bridge Road is a classified “A” road outside of a controlled parking zone (CPZ). The section of Bridge Road between Wembley Park station and its’ junction with Forty Lane has the Ark Academy on the western side and a number of businesses (predominantly retail) on the eastern side.

Extensive (yellow line) parking controls exist within the residential (Chalkhill Road) area to the east of Bridge Road. There are no significant parking controls within the residential (Barn Hill) area to the north of Bridge Road.

Bridge Road is within the Wembley Protective Parking Scheme area. There is a bus lane and “at any time” parking restrictions on the western side of Bridge Road. Along the eastern side of Bridge Road there are 3 parking bays within which parking is permitted free of charge Monday to Saturday between 9.30 am and 4.30pm for a maximum of 2 hours. Parking is not permitted during peak hours. There are no restrictions overnight (between 6.30pm and 8am) and on Sundays, except when the Event Day restrictions are in force. There are 2 parking bays in Chalkhill Road close to the junction with Bridge Road where similar restrictions apply. “At any time” double yellow lines are in place between the parking bays in Bridge Road and at junctions. Single yellow lines exist between and opposite the parking bays in Chalkhill Road.

The parking controls have been in place for a number of years. In 2009 residents were consulted on proposals to convert the free parking bays to pay & display bays so as to increase turnover. The majority of respondents to the consultation rejected the proposals and the Committee decided not to implement them.

2.5 Existing arrangements & background – Preston Road

Preston Road is an unclassified road outside of a CPZ and is a local shopping area. The section of Preston Road between Carlton Road East and The Avenue is predominantly fronted by businesses (generally retail) with residential premises

above. There are yellow line controls to the north and south of this section. There are no significant parking controls in the residential areas to the east and west of Preston Road. There is a (Council operated pay and display) public car park off Preston Way on the western side of Preston Road.

Preston Road is within the Wembley Protective Parking Scheme area. Along both side of Preston Road are (11) parking bays within which parking is permitted free of charge for up to 1 hour (subject to no return within 2 hours) from Monday to Saturday between 8am and 6.30pm. Overnight (6.30pm to 8am) and on Sundays there are no controls. There are (9) similar bays in side roads off of Preston Road close to the junction(s) with Preston Road. There are single and double yellow parking controls, crossing zig-zag controls and bus stop controls between the parking bays.

The current arrangements in Preston Road have been in place since an extension of a smaller, central area, of free parking controls was approved by Highways Committee in March 2006. The decision to expand the extent of free parking bays was informed by a parking survey which illustrated that the original bays were well used and motorists generally complied with the one hour requirement whilst the area with no bays had a lower turnover of space with a longer stay duration. When making their decision the Committee were advised that short term free parking bays are resource intensive in terms of enforcement and that enforcement resources would continue to be prioritised within CPZs.

The Preston Road car park is poorly used. For a short period in 2010/11 the charges for the car park were reduced to below the standard charge rates in other car parks. In April this year charges in the car park were changed to be consistent with all Council public car parks.

2.6 Proposals

In March 2011 the Committee were advised that there were issues in relation to free short term parking in areas where parking controls exist:

- (i) They represent an inconsistency since motorists parking in those bays do so free of charge whilst they would be charged at generally similar locations (outside and within CPZs).
- (ii) They could be argued as being contrary to the Council's general policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys
- (iii) In that they are resource intensive to properly enforce there is generally a low level of compliance with the one hour maximum stay and hence their purpose is undermined.

Proposals to address these issues by introducing pay and display controls in both Preston Road and Bridge Road and side roads where free short term parking bays exist were developed. If introduced, motorist would have to pay to park in these bays from Monday to Saturday between 8am and 6.30pm in Preston Road and side roads and from Monday to Saturday between 9.30am and 4.30pm in Bridge road and side road.

The maximum stay period in Preston Road would be 2 hours. All other parking controls (yellow lines) and the Event day arrangements would remain unchanged.

2.7 Consultation

Consistent with the arrangements approved by Highways Committee, consultation on the proposals took place in June 2011. Statutory consultation on the necessary Traffic Orders took place in the normal way with the proposals advertised in the local press, London Gazette and sent to statutory consultees. At the same time, all residents and businesses in the immediate vicinity of the roads where controls were proposed to change were notified of the proposals by letter and invited to make representations.

A meeting, organised by the QARA Group of Associations was attended by officers during the consultation period and at the organisers request to support understanding of the proposals.

Approximately 30 representations were received outside, and prior to the start, of the consultation period. In the main these were received in advance and shortly after the Committees decision to approve consultation in March 2011. Those objections have not been captured here although the sense of those objections is covered by others. It is anticipated that those objectors would have repeated their objections in later correspondence or by signing one of the petitions.

2.8 Financial Implications

These are set out in the committee report.

2.9 Legal Implications

The introduction of parking controls, including the introduction of “pay and display” controls, requires the making of a traffic regulation order under the Traffic Regulations 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 & Wales) Regulations 1996.

The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the scheme(s). 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.

Members have authorised the Head of Transportation to commence the statutory process and to consider and reject objections if he thinks they are minor or vexatious. In this instance objections have been received that the Head of Transportation thinks are other than minor or vexatious. Consequently this report has been presented in order that the Committee shall properly consider the objections and decide whether or not to approve the making of the Traffic Orders and implementation of the scheme(s).

2.10 Staffing & other implications

No significant implications

3. Are the aims consistent with the council’s Comprehensive Equality Policy?

These proposals are consistent with the Council’s aim to ensure that the services we provide are relevant to the needs of the community.

The purpose of this policy is to ensure that services are relevant, responsive and sensitive and we are deemed to be fair and equitable by our service users.

4. Is there any evidence to suggest that this could affect some groups of people? Is there an adverse impact around race/gender/disability/faith/sexual orientation/health etc? What are the reasons for this adverse impact?

This equality impact assessment is being undertaken to determine the impact of converting free parking bays to pay and display parking bays the on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy.

Annexe B provides detail on the equality strand analysis.

5. Please describe the evidence you have used to make your judgement. What existing data for example (qualitative or quantitative) have you used to form your judgement? Please supply us with the evidence you used to make you judgement separately (by race, gender and disability etc).

The issues/ impacts identified are based on census data plus site surveys/ conditions to assess risk. Further consideration will be given to the findings of the consultation process in Annexe A.

Please refer to Annexe B for the equality strand analysis and comprehensive detail on the sources used.

6. Are there any unmet needs/requirements that can be identified that affect specific groups? (Please refer to provisions of the Disability Discrimination Act and the regulations on sexual orientation and faith, Age regulations/legislation if applicable)

An analysis of the equality strands is available in Annexe B.

7. Have you consulted externally as part of your assessment? Who have you consulted with? What methods did you use? What have you done with the results i.e. how do you intend to use the information gathered as part of the consultation?

Consistent with the arrangements approved by Highways Committee, consultation on the proposed changes to the parking bay arrangements started on 6th June for 25 days.

Statutory consultation on the necessary Traffic Orders took place in the normal way with the proposals advertised in the local press, London Gazette and sent to statutory consultees. At the same time, all residents and businesses in the immediate vicinity of the roads where controls were proposed to change were notified of the proposals by letter and invited to make representations. A meeting, organised by a local group was attended by officers during the consultation period and at the organisers request to support understanding of the proposals.

Approximately 30 representations were received outside, and prior to the start, of the consultation period. In the main these were received in advance and shortly after the Committees decision to approve consultation in March 2011. Those objections have not been captured although the sense of those objections is covered by others.

8. Have you published the results of the consultation, if so where?

The results of the formal consultation are published with the report to the Councils Highways Committee on 27th July 2011.

9. Is there a public concern (in the media etc) that this function or policy is being operated in a discriminatory manner?

No, although a small number of responses to the consultation have raised equality impact concerns and these are analysed in this document.

10. If in your judgement, the proposed service/policy etc does have an adverse impact, can that impact be justified? You need to think about whether the proposed service/policy etc will have a positive or negative effect on the promotion of equality of opportunity, if it will help eliminate discrimination in any way, or encourage or hinder community relations.

The proposed changes to change free parking to pay and display parking bays are not judged to be discriminatory or hinder community relations.

11. If the impact cannot be justified, how do you intend to deal with it?

Not applicable.

12. What can be done to improve access to/take up of services?

The introduction of pay and display controls will allow motorists to pay to stay (legally) beyond the current maximum time periods which will allow visitors to park close to facilities which usually require a longer stay time or where there is uncertainty about the stay time. This would support certain trips.

It also leads to more effective enforcement (assuming the level of resources does not change) which in turn improves compliance and increases opportunities to park and "churn". At the current time, spot surveys indicate a generally low level of available parking space at both locations' when the existing controls are operational.

The existence of the car park at Preston Road offers visitors the opportunity to park reasonably close to the shopping area at lower rates than the pay and display charges proposed.

13. What is the justification for taking these measures?

In March 2011 the Committee were advised that there were issues in relation to free short term parking in areas where parking controls exist. The issues were that:

- They (free short term bays) represent an inconsistency since motorists parking in those bays do so free of charge whilst they would be charged at generally similar locations elsewhere (outside and within CPZs).
- They could be argued as being contrary to the Council's general policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys
- In that they are resource intensive to properly enforce. there is generally a low level of compliance with the one hour maximum stay and hence their purpose is undermined.

Therefore, the justification is that the introduction of pay and display parking will mitigate the above issues.

14. Please provide us with separate evidence of how you intend to monitor in the future. Please give the name of the person who will be responsible for this on the front page.

The Council will monitor the operation of the new pay and display parking arrangements and officers propose to undertake a review of the scheme(s) no later than 12 months after their implementation and present the outcomes of that review to the Committee upon completion of that review.

Should you

1. Take any immediate action?
2. Develop equality objectives and targets based on the conclusions?
3. Carry out further research?

No further immediate or future action has been identified other than a review of the operation of the scheme(s) no later than 12 months after their implementation the results of which will be presented to committee.

16. If equality objectives and targets need to be developed, please list them here.

Not applicable.

17. What will your resource allocation for action comprise of?

The operational review of the scheme(s) will be undertaken by officers and funded through the existing revenue budget.

If you need more space for any of your answers please continue on a separate sheet

ANNEXE A - RESPONSES TO THE CONSULTATION
ANNEXE B - EQUALITY STRAND ANALYSIS

Signed by the manager undertaking the assessment:

Full name (in capitals please):

Tim Jackson

Date: 18-07-2011

Service Area and position in the council:

Head of Transportation, Highway and Transport Delivery Service, Environment and Neighbourhoods

Details of others involved in the assessment - auditing team/peer review:

Sandor Fazekas, Asst. Head, Highway and Civil Engineering

ANNEXE A – RESPONSES TO THE CONSULTATION

Responses to of the consultation

Summary

The proposals have generated a number of objections.

A total of 43 written responses to the proposals have been received. Aside from one response all the responses opposed the proposals. However, the number and size of petitions received indicates a wider interest and resistance to the proposals

Of the responses 35 (85%) related solely to the proposals for Preston, 5 (11%) related to solely to the Bridge road proposals whilst 3 (4%) covered both proposals.

32 (75%) of the responses came from residents with 6 (14%) coming from businesses and 5 (12%) coming from ward members.

4 petitions were received. These have all been verified by Democratic Services. Details of the petitions are shown in the report to Highways Committee. All of the petitions were signed by residents and others opposed to the proposals. A total of 2182 signatures are contained within the 4 petitions.

No objections were received from the statutory consultees (the emergency services etc).

Consideration of objections / representations

The following section of the report considers the objections / representations received in response to the consultation. Every objection / representation received (as summarised in Appendices 2 and 3) has been considered in the drafting of this report. There are a number of recurring themes in the objections. For practical reasons this section discusses those recurring themes only.

The recurring grounds for objection are:

- The proposals will adversely impact on residents using the local shops, reducing patronage and, in turn, adversely impact on the viability of the businesses/shopping areas (which is contrary to the Council's wider policies and strategies)
- The existing arrangements are working well and there is no justification for change
- The consultation arrangements were flawed
- The proposals will adversely impact on residents living within the area affected by the controls
- The proposals will displace parking onto adjacent residential streets without controls and adversely impact on the amenity of residents there
- The rationale for introducing the proposals is flawed and the objectives will not be achieved
- The financial business case is flawed – in particular the impact on lost business rates has not been considered
- The pay & display charges proposed are exorbitant

- The proposals will adversely impact on older people needing to access services in the 2 areas, rely on use of a car, and have limited disposable income.
- The proposals are (wholly) finance driven

Considering each issue in turn

“The proposals will adversely impact on residents using the local shops, reducing patronage and, in turn, adversely impact on the viability of the businesses/shopping areas (which is contrary to the Council’s wider policies and strategies)”

The proposals will clearly impact those residents who currently use or work in the businesses in Preston Road and Bridge Road and currently drive to park there. Those residents will have to decide whether to drive and pay, drive and park nearby or in the car park, visit the area using a different mode of transport or to use facilities/shops elsewhere.

No surveys have been undertaken to measure the origins, purpose or normal duration of visitors to these locations and therefore it is not possible to predict the precise impact of the proposals. It is the case that it is not normal practise to undertake such surveys and no “patronage” surveys were undertaken at either location when the controls at each location were implemented.

In the absence of detailed surveys it is assumed that most users of the businesses at the 2 locations either live within a reasonably close proximity or are “passing through”.

The introduction of pay and display controls will allow motorists to pay to stay (legally) beyond the current maximum time periods which will allow visitors to park close to facilities which usually require a longer stay time or where there is uncertainty about the stay time. This would support certain trips.

Similarly the introduction of pay and display controls leads to more effective enforcement (assuming the level of resources does not change) which in turn improves compliance and increases “churn”. This is likely to increase patronage as potential visitors perceive the areas as easier to find a space to park. At the current time, spot surveys indicate a generally low level of available parking space at both locations’ when the existing controls are operational.

The existence of the car park at Preston Road offers visitors the opportunity to park reasonably close to the shopping area at lower rates than the pay and display charges proposed.

The cost and availability of parking spaces does generally impact on decisions on how, when and where to access facilities. However there are many other drivers that also impact on the viability and vitality of shopping parades (operational costs, the retail mix/offer, proximity of competition, quality of the public realm etc). Officers are of the view that there is no definitive evidence that the proposals will have a significant detrimental impact on patronage which would in turn adversely impact on the viability and vitality of businesses at these locations.

The Council’s wider strategies and policies, including the (draft) Local Implementation Plan which is the subject of a report elsewhere on the agenda and the Council’s current Parking Enforcement Plan are not specific in relation to the form and nature of controls to be employed at any particular location and do not compliment or run contrary to the proposals.

“The existing arrangements are working well and there is no justification for change”

There are 3 issues which the proposals are intended to address: The first is that the existing arrangements are inconsistent with other areas. Regardless of how the arrangements are perceived as working, it is evident that the arrangements are inconsistent with that elsewhere (inside and outside CPZs) and hence is a reason for change. The second is that the arrangements could be argued as contrary to the Council’s policy of encouraging the use of more

sustainable transport means. In is the case that the arrangements do discourage long stay commuter parking in both areas. However the existence of free short term parking bays does little to encourage potential visitors to travel to the area by foot or cycle (where it is practicable to do so). The introduction of the proposals would encourage a proportion of visitors to examine alternative travel choices. The third issue is that of compliance with the maximum stay period. It is the case that pay and display controls are less resource intensive to enforce than the existing arrangements. There are indications that compliance could be improved at both locations which would improve “churn” which frequently supports trade. The introduction of a longer maximum stay period encourages visits from compliant motorists seeking to use certain types of facilities.

“The consultation arrangements were flawed”

The consultation arrangements were consistent with those agreed by the Highways Committee at the meeting on 23rd March 2010. The arrangements comply with legislation in relation to the introduction of parking controls. Those residents and businesses in the immediate vicinity of the proposals were alerted to the proposals by letter drop in addition to the statutory press and street notices. It would not be practicable or necessarily appropriate to directly alert every potential visitor to the two locations of the proposals.

Notwithstanding the arrangements made, the number and source of the responses received indicates a relatively high level of awareness of the proposals and how to respond. Officers are of the view that the consultation arrangements were appropriate and adequate and will have enabled the Committee to consider pertinent and relevant issues and make an informed decision.

“The proposals will adversely impact on residents living within the area affected by the controls”

No analysis of car ownership levels of residents within the areas where controls are proposed has been undertaken. Nevertheless it is recognised that the proposals could impact on those vehicle owning residents who live within the two locations and seek to park close to their homes in two main ways.

Firstly, they will have to pay for short term parking whereas they previously would not have had to. This is the case but has to be balanced by the opportunity to pay and park for longer periods and by the increase in opportunities to park that should be result from increased churn.

Secondly, there is the risk that the proposals will displace parking into adjacent residential streets and limit parking choices for those residents who live within the areas where pay and display is to be introduced and seek to park elsewhere (when the controls are in operation). There is no certainty that this will be the case since it will depend on the choices other users/visitors make. Generally residents and visitors seek parking space at different times of the day and this ameliorates the impact of displaced parking although not generally on Saturdays.

“The proposals will displace parking onto adjacent residential streets without controls and adversely impact on the amenity of residents there”

Again it is difficult to assess the degree to which parking will be displaced into adjacent areas since it will depend on a number of factors that currently influence visitors/users and the choices they would make if the proposals are introduced.

In the case of Bridge Road displacement this is unlikely to be a significant issue since there are parking controls to the east of Bridge Road and the nearest uncontrolled areas (around Barn Hill) are unlikely to be attractive alternatives.

There are no significant controls in the residential roads adjacent to Preston Road. There is evidence of relatively high levels of commuter parking in roads or parts of roads closest to the station and shopping area at the current

time. However a recent consultation undertaken to ascertain the level of local support to address this through introduction of a CPZ showed a lack of consensus for the introduction of CPZ controls.

Again it is difficult to determine to what extent parking will be displaced. In the main commuter parking in adjacent roads starts before there is greatest demand for parking space to visit shopping areas. There is likely to be a degree of additional displacement which will in turn increase the difficulty that some residents may have parking in close proximity to their homes. This is likely to be ameliorated to a degree by a “spreading” of any displacement over a relatively large area. Where displacement might cause significant local congestion or seriously compromise road safety it will be possible to introduce short lengths of parking controls (i.e. at corners) to address this.

The Committee will be aware that there are currently no resources to re-visit the possibility of introducing a CPZ in this area.

The degree to which the introduction of pay and display controls is seen as acceptable by visitors and encourages churn and to which visitors use the public car park will impact on the extent of any displacement onto adjacent roads and hence on the extent of loss of amenity for residents there. On balance, officers’ view is that the extent of displacement is unlikely to significantly increase parking stress over a large area.

“The rationale for introducing the proposals is flawed and the objectives will not be achieved”

The rationale for introducing the proposals was to (i) eliminate the inconsistency whereby free short term parking is allowed in some areas and not in other similar areas (ii) to reinforce the wider approach in relation to the use of sustainable transport modes and (iii) to address the issue of likely lower levels of compliance and encourage “churn”.

There is an argument that inconsistency is unnecessary and that the Council should introduce different parking regimes that are particularly sensitive to the nature and needs of particular locations. Whilst there are inconsistencies in schemes and regimes (for example there are CPZs in some areas and not others and different CPZs have different operating times) it is the case that the Council has consistency in parking charges across the Borough and is moving to a more consistent rationale behind the introduction of controls. In making earlier decisions the Executive and then the Highways Committee would have been mindful of the rationale behind the proposals (as regards the issue of consistency) and would have made an informed decision.

A different approach could have been to move to consistency by introducing free short parking in similar locations. Notwithstanding the complexity of such an approach (and the resource implications it would need) the impact of such an approach is considered contrary to the Council’s wider strategy of encouraging more sustainable transport modes and making an appropriate allocation of kerbside parking space.

The issue of encouraging use of more sustainable transport modes has been discussed earlier. The use of parking controls and pricing regimes is part of a wider strategy to discourage non-essential car use and is considered a reasonable driver for the proposals.

Similarly there is no evidence to suggest that the introduction of pay and display controls to improve compliance without deploying additional enforcement resources is irrational.

“The financial business case is flawed – in particular the impact on lost business rates has not been considered”

The financial business case was set out in the report to Highways Committee on 23rd March and is re-stated in this report. The costs and income shown are based on officers best estimates based on information from comparable projects. In particular a prudent reasonable estimate of bay usage has been taken.

The business case does not take account of the financial implications beyond those directly associated with the proposal. It is not normal practice to take account of issues such as the collection of business rates or other taxes or

otherwise – particularly since there are many external factors that will impact on the viability and vitality of a location in addition to the availability and price of parking space.

“The pay & display charges proposed are exorbitant”

The Council has a policy of charging the same rates for parking in pay and display bays irrespective of where those bays are located. Consistent with this approach the standard regime of charges would be introduced at these locations.

The Council reviewed and revised its regime of charges in April 2011. That review included a comparison of the charges made by other Councils in London. When making the decision to amend the charges the Executive would have considered the proposed new charges in the context of transport and other policies, the financial situation, the impact of revising them and comparative charges elsewhere. In making their decision the Executive would not have been of the view that the charges are exorbitant.

“The proposals will adversely impact on older people needing to access services in the 2 areas, rely on use of a car, and have limited disposable income”.

The proposals have been subject to an equalities strand analysis to determine whether they would significantly disproportionately impact on older people. The analysis demonstrates that this is not the case.

“The proposals are (wholly) finance driven”

The report to Highways Committee outlined the 3 main issues associated with free short term parking arrangements in the Borough and discussed how the proposals would address those issues. The report did not propose the introduction of the controls to increase revenue. The financial implications were set out in the report and demonstrate that their introduction would generate additional income. In making decisions the Committee must be mindful of the financial implications. It is not unlawful to generate a surplus from parking activity provided that surplus is invested in transport related activity. Although the proposals will generate additional income officers are of the view it is erroneous to say they are finance driven.

ANNEXE B - EQUALITY STRAND ANALYSIS

Introduction

The equality assessment is being undertaken to determine the impact of the proposal to convert existing free parking bays in Preston Road and Bridge Road to pay and display parking bays.

This assesses the impact on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy. Comments from the consultation process raised a concern that residents with mobility difficulties and particularly the elderly would be disadvantaged due to the charges.

Conclusions are based on census data, management information, and demographic analysis from Mosaic. We have cited the census 2001 data to ascertain knowledge of the resident demography. It is acknowledged that this census data is ten years old but the census 2011 information will not be available until next year. In addition we have used the data analysis conducted in the ‘Mayhew report’ of 2007 to construct the map showing distribution of populations affected by deprivation.

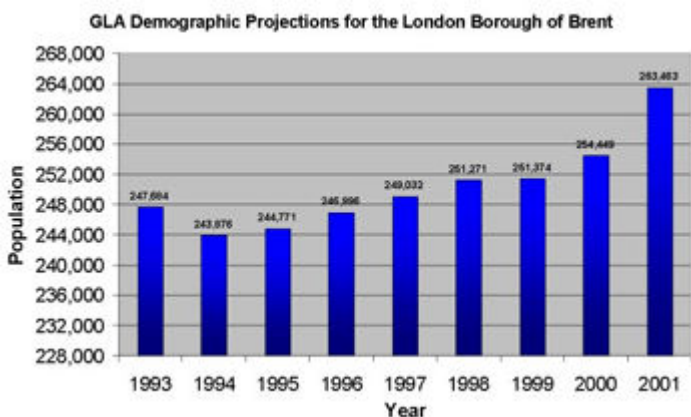
Potentially affected wards

The wards directly affected are Preston and Barnhill, although it is recognised that some residents from neighbouring and other wards will also be affected.

Brent's Population

Brent's population at the time of the 2001 census release was 263,464 and the Borough has experienced a growth rate of 3.2% since 1991.

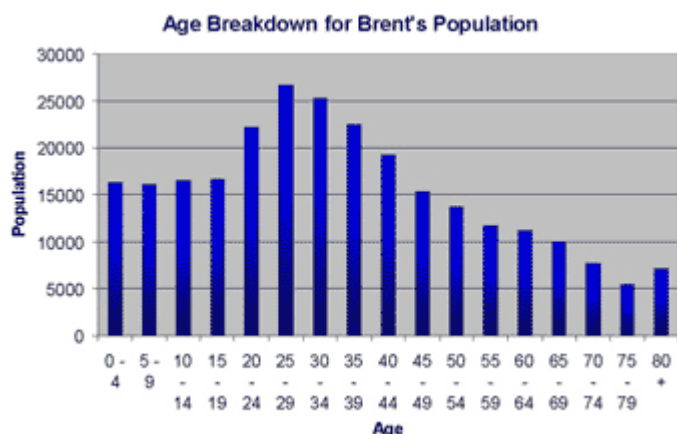
Brent has a high level of natural change, and is also characterised by a high levels of migration out of the borough which is responsible for the low level of overall population growth between 1991 and 1999. The fall in Brent's population in 1994 is due to the boundary change that occurred at the time.



It should be noted that Brent has a high level of migrant residents.

1. Age Equality

The chart below shows the age breakdown of the borough. Brent's population has a relatively young age structure with 25% of the population being in the 0 to 19 range and 37% in the 20 to 39 range. Brent's pensioners make up 14% of the population, lower than the Greater London and England and Wales figures of 15.5% and 18% respectively. Brent's population has a high fertility rate compared to most other London boroughs which accounts for the high level of 0 to 9 year olds.



© GLA 2001 Round Demographic Projections, Central Projection, updated March 2002

Age and health by Ward

Preston Ward

Population

Population			
Year	Males%	Females%	Total
2001	49	51	12832

2001 population results from the most recent 2001 Census

Area
Size = 239.5 Hectares
Density = 53.6 persons/hectare

Age Structure					
Age	Males	Females	Total	%	Borough average
0 - 4	448	384	830	6.5	6.1
5 - 7	261	221	482	3.8	3.7
8 - 9	136	163	299	2.3	2.4
10 - 14	412	369	781	6.1	6.2
15	98	72	170	1.3	1.3
16 - 17	181	178	359	2.8	2.7
18 - 19	142	150	292	2.3	2.4
20 - 24	507	428	936	7.3	8.4
25 - 29	627	591	1219	9.5	10.1
30 - 44	1506	1613	3118	24.3	25.4
45 - 59	961	1059	2024	15.8	15.5
60 - 64	268	293	562	4.4	4.3
65 - 74	448	482	933	7.3	6.7
75 - 84	243	337	580	4.5	3.5
85 - 89	40	110	152	1.2	0.9
90+	23	69	95	0.7	0.4

'PA' pensionable age i.e. 60 or over for women and 65 or over for men'

Social Issues and Health

Health and provision of care			
	Total	%	Borough average
Good	9097	70.9	70.1
Fairly Good	2742	21.4	21.3
Not Good	993	7.7	8.6
Person with Limiting long-term illness	2004	15.6	15.6
Provided unpaid care	1285	10.0	8.7

Borough average refers to the mean average figure derived from all Brent's wards. Ward percentage figures highlighted in **red** fall above the borough average and those figures highlighted in **blue** fall below the borough average

Population

Population			
Year	Males%	Females%	Total
2001	47	53	13188

2001 population results from the most recent 2001 Census

Area
Size = 297.5 Hectares
Density = 44.3 persons/hectare

Age Structure					
Age	Males	Females	Total	%	Borough average
0 - 4	354	408	762	5.8	6.1
5 - 7	167	267	534	4.0	3.7
8 - 9	145	196	341	2.6	2.4
10 - 14	446	444	890	6.8	6.2
15	82	102	184	1.4	1.3
16 - 17	200	179	379	2.9	2.7
18 - 19	180	126	307	2.3	2.4
20 - 24	472	507	982	7.5	8.4
25 - 29	514	500	1016	7.7	10.1
30 - 44	1387	1550	2932	22.2	25.4
45 - 59	1088	1188	2274	17.2	15.5
60 - 64	267	278	544	4.1	4.3
65 - 74	455	511	968	7.3	6.7
75 - 84	275	433	709	5.4	3.5
85 - 89	68	167	234	1.8	0.9
90+	25	97	132	1.0	0.4

'PA' pensionable age i.e. 60 or over for women and 65 or over for men'

Social Issues and Health

Health and provision of care			
	Total	%	Borough average
Good	8951	67.9	70.1
Fairly Good	3013	22.9	21.3
Not Good	1224	9.3	8.6
Person with Limiting long-term illness	2283	17.3	15.6
Provided unpaid care	1285	9.7	8.7

Borough average refers to the mean average figure derived from all Brent's wards. Ward percentage figures highlighted in **red** fall above the borough average and those figures highlighted in **blue** fall below the borough average

The above tables for Preston and Barnhill wards indicate that these both have a higher than the borough average number of residents between 60 years and 90+.

In Preston ward 18.1% of the population are over the age of 60 compared with a 15.9% borough average and 92.3% were in good or fairly good health compared with a 91.4% borough average.

In Barnhill ward 19.6% of the population are over the age of 60 compared with a 15.9% borough average and 90.8% were in good or fairly good health compared with a 91.4% borough average.

There is no evidence that the introduction of pay and display parking bays in these wards would disproportionately disadvantage elderly residents with mobility difficulties.

2. Race Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

3. Disability Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand. There is the Blue Badge scheme managed by local authorities for people with severe mobility problems. It allows Blue Badge holders to park close to where they need to go; including on single or double yellow lines for up to three hours, except where there is a ban on loading or unloading or at 'on-street' parking meters and pay-and-display machines for free and for as long as they need to.

4. Gender

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

5. Sexual Orientation

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

6. Faith

We have no reason to believe that the proposals would have greater or lesser effect on people on account of their faith.

7. Maternity

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

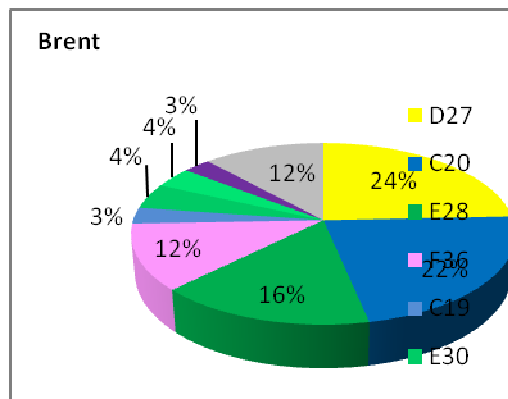
8. Pregnancy

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

Other Key Issues - Socio-economic factors

Mosaic Profile **Brent 2009**

Mosaic Type	Brent	
	Number	%
D27	26368	24.3
C20	24240	22.4
E28	17240	15.9
F36	12797	11.8
C19	3122	2.9
E30	4936	4.6
E29	4011	3.7
A2	2881	2.7
Other		11.8



The table provides mosaic information on the profile of Brent's residents.

The top three mosaic (2009) types across Brent are D27, C20 and E28. For Preston these are C20, D27 and C19 and for Barnhill D27, F36 and A2

Income and Deprivation

Whilst income and deprivation is not an equality strand, the results of the consultation indicated that many residents are concerned with the effect of the introduction of pay and display parking charges.

Although many of Brent's residents are affluent, parts of the borough continue to suffer high levels of social and economic disadvantage. Nationally, Brent is ranked 53rd out of 354 areas in the Indices of Multiple Deprivation (IMD) 2007 (1=most deprived,354=least deprived).This is a drop of 28 places from 2004, moving Brent from being within the 25% most deprived local authorities in the country to be within the 15% most deprived.

The map below identifies areas of highest deprivation.



Annexe 4.6

Index of Multiple Deprivation

Source: DCLG, 2007

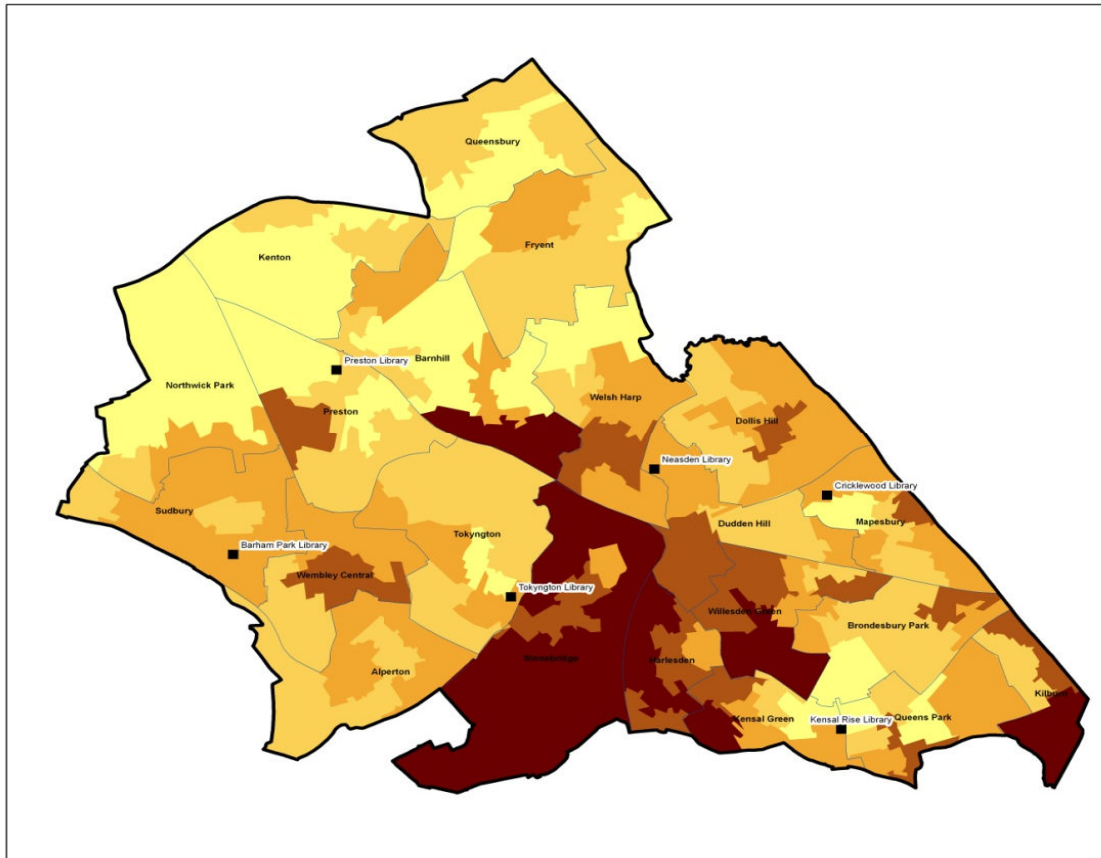
Legend

- Library Closures
 - ▭ Borough Boundary
 - ▭ Ward Boundaries
- Overall IMD 2007 Rank**
- Top 10% most deprived
 - 10 to 20 % most deprived
 - 20 to 30% most deprived
 - 30 to 40% deprived
 - 40 to 80 % least deprived

0 0.5 1 Kilometers



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
London Borough of Brent, 10002000 2011
Date: February 2016
Source: 2008 Lower-Small Area Indices, Employment, Library Closures
Produced by the GIS Development Team



The table below ranks wards according to their IMD.

Deprivation

ODPM Indices of Deprivation 2004 (Ward level figures)								
Ward Name	IMD Rank	Rank of Income Domain	Rank of Employment Domain	Rank of Health Domain	Rank of Education Domain	Rank of Housing Domain	Rank of Crime Domain	Rank of Living env Domain
Alperton	12416	9046	16582	21619	17212	2539	15327	17098
Barnhill	14371	10942	16579	17611	22538	3024	13507	23256
Brondesbury Park	12772	11650	14025	16489	25510	4065	7109	18142
Dollis Hill	12899	9024	14553	20129	18731	4104	15962	17636
Dudden Hill	12791	10532	14408	19566	21672	3934	9555	16698
Fryent	14706	10971	16499	20240	23624	4708	12843	15872
Harlesden	4089	2083	3849	10354	12764	3881	5702	12610
Kensal Green	8852	7534	9000	14626	19315	4968	8378	9834
Kenton	21567	19420	22680	23701	29313	5368	15927	19313
Kilburn	6312	5156	6397	9243	17028	4112	5377	16554
Mapesbury	11585	10031	11766	13904	24288	4821	9143	14884
Northwick Park	20070	17921	22460	23226	28333	3865	18161	20262
Preston	17282	12984	19279	21036	26374	4591	17907	19329
Queens Park	11518	10536	11522	15239	23013	5289	8839	11301
Queensbury	16652	12125	18695	21421	24726	4694	14805	20363
Stonebridge	3920	2115	5396	12528	11250	1698	8829	13042

Sudbury	11671	9312	15148	17486	22162	2285	11387	17735
Tokington	13109	10170	14522	20244	20934	3698	13336	18436
Welsh Harp	12020	9398	14648	20003	19233	3416	12767	12620
Wembley Central	9002	7052	11129	16146	17888	3746	7649	11216
Willesden Green	9244	6980	10168	14005	20878	3947	8902	13776

IMD and domains

The IMD 2004 was constructed by combining the seven transformed domain scores for Lower Level Super Output Areas. The Lower Layer comprises groupings of Output Areas and has a minimum population size of 1,000 persons. Each zone in the lower layer is constrained within Census ward boundaries.

IMD Ward Ranks

Ward Ranks have been obtained using an average of the combined Lower Super Output Area SOA ranks for each ward. The SOA with a rank of 1 is the most deprived, and 32482 the least deprived, on this overall measure.

Areas of High Deprivation

The wards highlighted in orange contain combined SOA,s with an average IMD that falls within the top 15% deprived SOA's in the country. Just over a third of SOA,s in Stonebridge ward fall into the 10% most deprived category.


Source: 2001 Census

©Crown copyright material is reproduced with the permission of the Controller of HMSO and the Queen's Printer for Scotland.

The neighbourhoods experiencing the highest levels of deprivation are largely located in the south of Brent. However, this situation is changing with high levels of deprivation now seen in pockets of the north of the borough. The most deprived residents also have the lowest income levels, highest unemployment levels, poor and overcrowded housing and the worst health outcomes.

In conclusion, both Preston and Barnhill wards have a higher than average IMD when compared to other wards in the borough where pay and display parking has operated successfully. Therefore there is no evidence to suggest that introducing pay and display parking would significantly disadvantage residents of these wards.

This page is intentionally left blank

	<p style="text-align: center;">Highways Committee 27th July 2011</p> <p style="text-align: center;">Report from the Head of Transportation</p>
<p>For Action. Wards Affected: ALL</p>	
<p style="text-align: center;">Brent Local (Transport) Implementation Plan (LIP) 2011-14 Final Submission to Transport for London July 2011.</p>	

1.0 SUMMARY

- 1.1 The Mayor for London is responsible for producing a transport strategy for London and for the implementation of policies and proposals to implement that strategy.
- 1.2 All London Boroughs are legally required to prepare a Local Implementation Plan (LIP) in the form of a document setting out how the borough intends to facilitate the local delivery of the Mayor's Transport Strategy (MTS).
- 1.3 During 2010, officers prepared a draft LIP. The draft adhered to TfL guidance and was informed by Brent's Corporate Strategy and local and sub-regional transport needs and priorities. At their meeting on 14th December 2010 the Highways Committee approved the draft LIP and its' accompanying Strategic Environmental Assessment (SEA) for consultation with the public, partners and TfL in order that a final LIP could subsequently be approved and submitted to TfL in accordance with their requirements.
- 1.4 The consultation on the draft LIP has now taken place and a number of amendments to the document have been made.
- 1.5 This report summarises the background and content of the (amended) LIP and seeks Committee approval to submit the final LIP to TfL.
- 1.6 Once approved by TfL/The Mayor, the LIP will become a statutory document spanning the period 2011-2014 (with longer-term – aspiration - targets and objectives) which support Brent's transport improvements, interventions and priorities and will provide the framework against which TfL will allocate funding to the Council through the LIP process.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the work undertaken to communicate the Local (Transport) Implementation Plan process with stakeholders, statutory consultees and the wider community and to engage people in contributing to the final document.
- 2.2 That the Committee notes the requirement to prepare and consult on a Local (Transport) Implementation Plan and to submit an approved Plan to Transport for London by the end of July 2011;
- 2.3 That the Committee approves the submission of the final Local (Transport) Implementation Plan, as set out in Appendix A, to Transport for London.

3.0 DETAIL

- 3.1 The legislative framework of the GLA Act 1999 (as amended) requires the Mayor for London to publish a transport strategy for London. The (second) Mayor's Transport Strategy (MTS) was published in May 2010 after extensive consultation. It is the principal policy tool through which the Mayor exercises his responsibilities for the planning, management and development of transport in London. It supports the London Plan and his Economic Development Strategy.
- 3.2 The same legal framework places a requirement on all London Boroughs to develop and produce, for the Mayor's approval, a Local Implementation Plan (LIP), in the form of a document setting out how the borough intends to facilitate the local delivery of the MTS. A LIP presents proposals for facilitating the delivery of the MTS and emerging Sub-Regional Transport Plans at a local level. Borough's LIPs include a timetable for delivery and a date by which all the proposals will be implemented. LIPs must provide robust justification based on local circumstances where proposed borough interventions will contribute to outcomes which are contrary to the MTS goals or explain why MTS goals are not applicable.
- 3.3 TfL published a LIP (production) guidance document to coincide with the launch of the Mayor's Transport Strategy in May 2010. The guidance was developed by TfL in partnership with London Councils as part of a strategy to reduce the overly prescriptive and largely onerous regime that developed around production of the first LIPs and meant most boroughs took two years to reach "approved LIP" status.

The TfL LIP Guidance Document suggests that a LIP document should consist of a small number of key sections summarised below.

During 2010, officers prepared a draft LIP. The draft adhered to the TfL guidance and was informed by Brent's Corporate Strategy and local and sub-regional transport needs and priorities.

At the meeting on 14th December 2010 the Committee approved the draft LIP and its' accompanying Strategic Environmental Assessment (SEA) for consultation with the public, partners and TfL in order that a final LIP could subsequently be approved and submitted to TfL in accordance with their requirements.

Officers have amended the draft LIP to reflect the outcome of the consultation process and to reflect TfL's comments.

The document is now in the form of the final LIP and is reproduced at Appendix A.

Those parts of the LIP that have been amended in response to the consultation are highlighted in **yellow** so that the Committee can identify the changes that have been made.

The content of the LIP can be summarised as follows:

LIP Section 1: Introduction:

The introduction includes a foreword signed by the lead member for transportation. It sets the context for the LIP-2 process and presents the structure of the document, summarising progress and achievements that have been made over the course of LIP-1 (2006-2011).

LIP Section 2: Borough Transport Objectives:

Section 2 sets the local/geographical context of the borough and presents evidence based objectives that set the context for the rest of the document. The narrative sets out how the Council intends to work towards the Mayor's six key goals of:

- Supporting economic development and population growth;
- Enhancing quality of life for all Londoners;
- Improving safety and security of all Londoners;
- Improving transport opportunities for all Londoners;
- Reducing transport's contribution to climate change, and improving its resilience;
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

The section then presents the general direction the Council plans to take to support delivery of the 6 MTS goals.

The requirement is to identify a set of locally specific LIP objectives which reflect Mayoral, sub-regional and local priorities, links to a Strategic Environmental Assessment (SEA), the boroughs equalities duty and the Network Management Duty (NMD) and take account of the commitments in TfL's Business Plan and Investment Programme.

Councils are not required to provide a detailed response to each of the Mayor's policies and proposals within the LIP. Additionally TfL does not require separate mode or policy-specific strategies and plans to be submitted - where boroughs have these they should simply be referenced..

Section 2 provides the opportunity for the Council to define its wider corporate priorities and set out its local transport needs and aspirations. The section provides the context for, and largely determines, sections 3 and 4 that follow.

Amendments made to Section 2 (following TfL feedback) can be summarised as follows:

Ref:	Comment:	From:	Amendment:
(1)	All local strategies referenced and reflected, including their SEA and EQIA . Delivery Plan addresses the MTS Goals and Challenges, and other local challenges and opportunities but do not clearly address the stated local objectives (see below for more information).	TfL	Addressed as per below.
(2)	The local objectives do not have a timeline attached to them either individually or collectively, at a minimum a statement needs to be added to state that the objectives will be delivered over the timeline of the LIP/MTS i.e. up to and including 2031.	TfL	A statement has been added to this effect.
(3)	The table on pages 62-63 should include a cross-reference to the SRTP Challenges and Opportunities.	TfL	This table is now cross-referenced to the sub-regional transport plan 'challenges and opportunities'.

LIP Section 3: Delivery Plan 2011-14:

This Section comprises an affordable programme of “interventions” (schemes or initiatives), which cover 'Corridors, Neighbourhoods and Supporting Measures (Smarter Travel), principal road highways maintenance and Major Schemes. In accordance with the guidance, this section also identifies how interventions will deliver the Mayor’s higher profile outputs of (in no particular order):

- Cycle superhighway schemes;
- Cycle parking;
- Electric vehicle charging points;
- Better Streets;
- Cleaner local authority vehicle fleets;
- Street trees.

This section is consistent with the three year indicative LIP funding allocation (2011-2014) that TfL originally provided the borough with. The delivery plan provides the high-level programme of investment by year for 2011/12, 12/13 and 13/14 and by category across the main (funded) LIP categories, identifying them separately. The delivery plan identifies where project funding will be sourced. The delivery plan identifies which of the MTS goals and outcomes each programme 'category' supports and identifies how delivery of the Mayor's high-profile outputs will be supported at the borough level.

The delivery plan contains a section on “Major Schemes” funding which contains details of the Council’s current major scheme, it's borough 'priority', how it will be funded, when the major scheme "application" is expected and how the proposed scheme would contribute to LIP objectives and targets including the impact on relevant targets and trajectories

Amendments made to Section 3 can be summarised as follows:

Ref:	Comment:	From:	Amendment:
(4)	A description of how the borough prioritises the interventions it uses needs to be included.	TfL	This has been included.
(5)	The interventions list (three year delivery plan) is well presented but needs to be clearly linked to the borough's local objectives rather than the MTS Goals. This could easily be rectified by reorganising the table according to the local objectives, as well as the MST Goals and Environmental Areas.	TfL	The table has been reorganised to meet the TfL requirements.
(6)	The two types of interventions, 'integrated transport' and 'congestion reduction' need to be explained - of which types of intervention do these consist and could be done using a reference note at the foot of the page. It is not clear at the moment whether the types of intervention stated will deliver the 'objective' stated and as such there is a lack of walking and cycling interventions (see above also).	TfL	These have been better explained and clarified.
(7)	As with the objectives above, there are no timescales for either these interventions or the interventions listed in the	TfL	It has been made clear over what timescales the interventions will

	<p>Programme of Investment. Again, a clear statement stating that the interventions will be delivered over the course of the entire LIP will suffice for the 'generic' interventions while specific timescales should be shown in the Programme of Investment (ie 'Complete by xxxx' or 'Ongoing').</p>		<p>be delivered over the course of LIP-2.</p>
(8)	<p>It would be better if all the interventions listed in the Programme of Investment included examples as to what the intervention was, as some have already, rather than just a location reference.</p>	TfL	<p>This has been addressed.</p>
(9)	<p>The amounts shown for spend in the Programme of Investment should be 'indicative', particularly for the Maintenance and Bridge Strengthening programmes as these have yet to be confirmed (the same is true for the Major Schemes going forward).</p>	TfL	<p>An "indicative" comments now feature.</p>
(10)	<p>More information is required regarding the Major Schemes e.g. where is the process of bidding, confirmation etc. are they. This should be done in separate paragraphs either before or after the Programme of Investment. Also thought should be given to any other major schemes that may be bid for during the life of the LIP (for example Alpertons is suggested as a priority improvement area), and these should at least be signposted in the Delivery Plan.</p>	TfL	<p>This has been clarified.</p>

(11)	<p>More detail is required regarding the High Priority Outputs. While numbers are only required to be submitted annually at year end for the Cleaner Vehicle Fleets and Street Trees more specific information is required for cycle parking (particularly planned numbers - this is a local target but no data has been provided), cycle superhighways and electric vehicle charging points. Reference to the Guidance (pg 81/82) should be made to fulfil this requirement. However, it is noted that the borough supports the delivery of these outputs by the statements in s.2.</p>	TfL	Clarification has been given relating to High Priority Outputs and local targets.
(12)	A description of how risk is managed and mitigated needs to be included.	TfL	The risk description has been added.

LIP Section 4: Performance Monitoring Plan:

The LIP guidance requires Councils to identify and agree appropriate targets with TfL in various areas. It is suggested that Councils may also choose to adopt and include other additional targets. The Performance Monitoring Plan requires boroughs to agree locally specific targets with annual milestones or trajectories for mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions.

The guidance states that interim targets should be set for 2013/14 with longer-term targets identified for a future end date when the impact of sustained investment will have had a chance to take effect (e.g. 2020/2021). All boroughs are required to include a completed version of a pro-forma to provide details of each target set, including the base year and baseline data. Councils must set trajectories, with annual milestones, for each of the agreed mandatory target and present each in the form of a simple graph

The guidance requires Councils to demonstrate a clear link between Objectives, the Delivery Plan and the Proposed Targets in the LIP. Each target should have supporting evidence that it is both ambitious and realistic, given indicative funding levels, identifies key actions needed to achieve the target and identifies the principals risks to target achievement and how these will be managed. The LIP must present how the borough proposes to keep progress against targets under review and address areas of over or under performance. To this end, Section 4 of Brent's Final LIP is consistent with the guidance.

Amendments made to Section 4 can be summarised as follows:

Ref:	Comment:	From:	Amendment:
(13)	Mode share: walking. A long-term target needs to be set. It is suggested that a LT target be set to 2026 to correlate with the LT target for cycling.	TfL	A long-term target appears in the Final LIP.
(14)	Mode share: cycling. Is the long-term target for Brent 4.3% mode share by 2026? Note that the baseline is 1.3% rather than 1% as stated and that the target should only be set to 1 decimal place - please therefore revise the ST target accordingly.	TfL	This was clarified and the baseline amended to the correct level and to one decimal place.
(15)	Bus service reliability A long-term target needs to be set. It is suggested that a LT target be set to 2017/18 to correlate with TfL's Business Plan projections.	TfL	A long-term target was set to 2017/18 and this now correlates with TfL's Business Plan.
(16)	Asset condition Note that the baseline is 7.9% rather than 11% as stated (see Travel in London report number 3). A long-term target needs to be set.	TfL	The correct baseline now appears and a long-term target was set.
(17)	Road traffic casualties: killed or seriously injured (KSI): Both the short- and long-term targets are considered to be very ambitious, and it is not felt that the interventions proposed will lead to the reductions sought.	TfL	A more realistic target was set to reflect this comment

	Consideration should be given to revising these targets, possibly to around a 30% LT reduction.		
(18)	Road traffic casualties: total casualties. The targets are considered to be acceptable, though it is not clear why the targets are expected to increase in the short term before reducing again - please provide more information on this.	TfL	This was an anomaly with the data-sets used and the projection. This point has now been addressed.
(19)	CO2 emissions: The LT target is based on a 60% reduction, and is considered to be too ambitious. Refer to the indicative trajectory set out in the advice note that was circulated on 03/08/10 - this suggests a LT target of a 45.3% reduction by 2025 (rather than a 60% reduction)	TfL	The target was amended to the recommended level using the August 2010 TfL Circular.
(20)	Local Indicators: No local indicators were set in the draft document. Officers indicated these would be set in the Final Draft.	TfL	Local indicators have now been set and feature in the final LIP.

4.0 CONSULTATION.

- 4.1 The LIP process has a consultation requirement linked to it which requires Councils to consult with the relevant Commissioner of Police for the Metropolis, TfL, organisations that represent disabled people and other (relevant) London boroughs and any other person required by the Mayor.

TfL have placed a requirement on boroughs to provide evidence that all statutory consultees have been consulted during the LIP preparation and formal statutory consultation period and demonstrate how their views have been taken into account, highlighting additional organisations or groups that have been consulted.

Consultation has been undertaken with the organisations listed at Appendix D to ensure that TfL's requirements have been satisfied.

Consultation on the LIP commenced at the beginning (3rd) January 2011 for a six week period through to 14 February 2011. Officers visited the Council's Area Consultative Forums (ACFs) and discussed the draft LIP with residents at an informal level. Arrangements were also made to publish and publicise the draft LIP and capture responses to the draft. The consultation leaflet used to capture resident's comments – distributed widely at the ACFs - can be seen online at: www.tiny.cc/ay055

All consultation responses were captured and informed amendments to the final draft LIP appended to this report

5.0 SUMMARY

Officers have developed the Final LIP presented in Appendix A in accordance with TfL's guidance. The Final LIP has been informed by the Council's Corporate Strategy and wider priorities as well as local transport needs and aspirations.

Officers have been in frequent communication with TfL throughout 2011 to ensure that the Final LIP is in an “approvable” state and have full confidence that it will be approved by the London Mayor's office if submitted in its' current form.

The submission of a LIP that can be approved by TfL will enable the Council to meet its legal obligations at the same time as enabling it to maximise opportunities for inward investment in Brent's infrastructure from TfL and others.

6.0 FINANCIAL IMPLICATIONS

6.1 There are no direct financial implications arising from this report and the recommendations set out in 2.0. There is, however, a direct relationship between the content of the final/approved LIP and the fixed block of capital funding from Transport for London (TfL) on an annual basis made available through section 159 of the Greater London Authority (GLA) Act 1999.

6.2 The funding is allocated to key themes/groups of projects including “Corridors”, “Neighbourhoods” and “Supporting Measures”. Annual funding is also received for (principal) road maintenance and structural (bridges) maintenance. A fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million and Brent has secured £3m “indicative” funding from TfL for Harlesden town centre, through the life-span of LIP-2, via the Major Schemes tranche of funding.

Across the Neighbourhoods, Corridors and Supporting Measures LIP funding headings, the amount of funding allocated to each borough is determined through a fixed formula that uses a number of metrics to establish ‘need’ on a consistent basis across all 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives which reflect local priorities.

6.3 In accordance with normal arrangements, the Council's proposed programme of LIP funded schemes and initiatives were submitted to TfL for approval in September 2010.

Table 1: Brent Council Transportation Spending 2011-2014.

Funding source	2011/12	2012/13	2013/14	Total
----------------	---------	---------	---------	-------

	£	£	£	£
Integrated Transport (Corridors, neighbourhoods and Smarter Travel excluding Maintenance)				
LIP Allocation (Needs-based formula)	2,711k	2,600k	2,229k	7,540k
Third Party Sources				
Developer Contributions	525k	499k	366k	1,390k
Total		3,099k	2,595k	
Maintenance				
LIP Allocation	591k	788k	788k	2,167k
Council Capital/revenue Funding	3,000k	3,500k	3,500k	10,000k
Total	3,591k	4,288k	4,288k	12,167k
Major Schemes				
Harlesden Town Centre: <ul style="list-style-type: none"> • LIP Major Scheme funding • Developer contributions 		1,500k 150k	1,500k 150k	3,000k 300k
Total		1,650k	1,650k	3,300k
Grand Total	6,827k	9,037k	8,533k	24,397k

Major Schemes: The Major Schemes programme supports larger projects (of more than £1m in value) which meet the principles of the Mayor's *Better Streets* agenda. Funding is awarded through a competitive bidding process.

Borough 'discretionary' budget: Since 2009/10, £100k/borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act. The discretionary budget has proved very popular with the London boroughs and it is proposed to retain the discretionary funding at the current level.

- 6.4 The Final LIP that is presented for approval here has been informed by TfL's Business Plan and the LIP allocation process. This presents a framework against which inward investment for transport in Brent by TfL and partners can be maximised. Although there is no reason to doubt that the indicative financial allocation provided by TfL will be forthcoming, members should note that the approval of the Final LIP for submission to TfL and the Mayor's office will not commit the Council to investment from its own resources happen TfL investment, or an element of that indicative investment, fails to materialise.

7.0 LEGAL IMPLICATIONS

- 7.1 As with the previous MTS, the Greater London Authority Act 1999 places a statutory requirement on each London Borough to produce a second LIP demonstrating how the authority will implement the policies, strategies and programmes necessary to achieve the

objectives of the MTS. Consideration must also be given to objectives set out in other Mayoral Strategies throughout the development of their LIP documents.

- 7.2 Brent Council, in common with all London Boroughs, was required to undertake a Strategic Environmental Assessment (SEA) of the LIP under European Directive 2001/42/EC (implemented in England, via the Environmental Assessment of Plans and Programmes Regulations 2004, SI 2004 No.1633). The Council appointed Transportation Planning (International) Ltd. to undertake the SEA on their behalf. Further details are presented in Section 8 - "Environmental Implications".
- 7.3 The word 'required' is used in the (May 2010) Transport for London LIP Guidance Document to indicate the minimum level of information that the Mayor considers necessary to allow him to judge whether a particular submitted LIP meets the requirements of the GLA Act 1999 in terms of content (s 145), consistency with the MTS (s 146(3)) and implementation following approval (s 151). This is done to provide clarity as to what is needed, and to save boroughs unnecessary time and expense in the LIP approval and monitoring process. These are matters where the Mayor might be minded to make a direction under s 153(1)(a) of the Act if the information concerned is not to be forthcoming, although no such formal direction(s) is actually made in the Guidance Document.
- 7.4 Section 143(1). Under s163(3) of the GLA Act 1999, the Mayor cannot approve a LIP unless he considers that:
- It is consistent with the MTS;
 - The proposals contained in the LIP are adequate for the purposes of the implementation of the MTS;
 - The timetable for implementing the proposals (e.g. the three-year Programme of Investment) and the end date by which the proposals are implemented are adequate.

The Mayor has extensive powers to prepare the LIP if an authority fails to prepare one that is, in his opinion, 'adequate' (s147).

8.0 DIVERSITY IMPLICATIONS

- 8.1 An Equalities Impact Assessment has been undertaken alongside the development of the LIP which helped shape final document. Equalities considerations are central to transportation work. As part of the finalisation of the LIP, officers identified no significant diversity implications from the objectives contained within it. Also, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation and as part of the Delivery Plan (as detailed in Section 3) of this Report.

- 8.2 The Race Equality Scheme (RES).

As a public body the Council has an obligation to ensure it complies with the Race Equality Scheme (RES) as one of the Council's statutory duties. Guidance from the Commission for Racial Equality states that public bodies should assess the impact on the general duty to promote race equality of any *new* policies as well as any changes to existing policies.

The Scheme must state the public authority's arrangements for:

- assessing and consulting on the likely impact of its proposed policies on the promotion of race equality;

- monitoring its policies for any adverse impact on the promotion of race equality
- publishing the results of such assessments and consultation
- ensuring public access to information and services which it provides; and
- training staff in connection with the duties imposed by the Race Relations Act and the Order.

Officers ensured that Brent's Corporate Race Equalities Scheme / Equal Opportunities Policy was carefully considered as part of the development of the draft and final Local Implementation Plan process.

9.0 STAFFING IMPLICATIONS

- 9.1 There are no significant staffing implications arising from this report.

10.0 ENVIRONMENTAL IMPLICATIONS

- 10.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment (LIP) linked to the Council's existing statutory LIP. There are no negative environmental implications of note arising from the funds allocated through the 2010-2011 Brent LIP funding application/settlement.
- 10.2 The Council, in common with all London Boroughs, is required to undertake a Strategic Environmental Assessment (SEA) of the LIP under European Directive 2001/42/EC (implemented in England, via the Environmental Assessment of Plans and Programmes Regulations 2004, SI 2004 No.1633). The Council has appointed a specialist consultant to undertake the SEA and it has been completed.
- 10.3 The overall purpose of SEA is to ensure that the environment is given appropriate consideration when developing the LIP by identifying, assessing and mitigating any significant environmental effects arising from the plans and programmes of the LIP. The SEA is not intended to cover all environmental impacts or issues, nor is it intended to be a replacement for the various Council reports that publish data, targets and monitoring information. In addition, the SEA process and Environment Report are not designed to carry out an Environmental Impact Assessment of individual proposals or programmes. It is a strategic assessment of the significant impacts of the LIP as a whole.
- 10.4 The SEA is however, intended to be a process developed in tandem with the LIP document. It is designed to ensure that potential environmental impacts are taken into account at the earliest stages of the plan development. The SEA process was conducted in five discrete stages as presented in the following table:

Five Stages of the 'SEA' Process

SEA Stage	Description
STAGE 1	<ul style="list-style-type: none"> • Set the scope and context for the SEA, establish the environmental baseline from existing information, identify problems and decide objectives
STAGE 2	<ul style="list-style-type: none"> • Develop policy alternatives • Produce an SEA Scoping Report and undertake initial consultation with environmental bodies
STAGE 3	<ul style="list-style-type: none"> • Assess the effects of the LIP-2 on the environment and

SEA Stage	Description
	<ul style="list-style-type: none"> identify and assess potential mitigation options Production of the Environment Report
STAGE 4	<ul style="list-style-type: none"> Main consultation on the draft LIP-2 and Environment Report Produce Environmental Statement (post consultation)
STAGE 5	<ul style="list-style-type: none"> Determine indicators and monitor the significant impacts of implementing the plan on the environment

The SEA Process

- 10.5 The SEA process eventually culminates in the production of a final Environmental Report. A draft of this report, which identifies, describes and evaluates the likely significant environmental impacts of implementing the LIP, accompanies the draft LIP-2 document through the public consultation stage. Before this can be completed however, a Scoping Report summarising the findings of Stages 1 and 2 must be provided to statutory environmental bodies to allow opportunity for comments on the scope and level of detail of the SEA to that stage.
- 10.6 The Scoping Report details the environmental baseline and problems, identifies significant impacts, considers alternative LIP strategies and describes how the significant impacts of the LIP will be assessed. The primary objectives of a Scoping Report are:
- To set the objectives for the SEA;
 - To establish an environmental baseline for the study area;
 - To identify the significant environmental impacts of the LIP-2 for further consideration in the Environmental Report;
 - To summarise the findings of the SEA, through Stages 1 and 2;
 - To summarise the main tasks for the remaining stages of the SEA; and
 - To provide an opportunity for consultation with key environmental stakeholders

Consultation on the SEA scoping report

- 10.7 Consultation is integral to the LIP and supporting SEA process. At an early stage, the Council consulted with the Environment Agency, English Nature, the Countryside Agency and English Heritage on the "Scoping Report". Other local stakeholders were consulted/had the opportunity to feed back when the Environmental Report was made available alongside the draft LIP for the purposes of wider consultation. The purpose of consultation at an early stage was to ensure that key environmental authorities agreed on:
- The scope of the SEA in terms of area and time;
 - The key issues and level of detail to be covered in the Environmental Report;
 - An outline of the approach to assess each issue;
 - Strategic alternatives that are to be discussed further;
 - The role of mitigation;
 - The levels of risk and uncertainty; and
 - Involvement of stakeholders.
- 10.8 The Statutory Consultees had a five week period to respond to the SEA scoping report. No responses/significant issues arose from this process.

APPENDICES.

Appendix A – Final (Brent) Local Implementation Plan 2011/12 to 2013/14;
Appendix B – Example of information/consultation - Brent Magazine advert;
Appendix C – Summary of representations received;
Appendix D – Table of external consultees.

BACKGROUND INFORMATION

The (London) Mayor's Transport Strategy (May 2010).
TfL LIP (production) Guidance (May 2010).
Report to Highways Committee

CONTACTS

Report author: Adrian Pigott (Team Leader/Principal Transport Planner).
Contact: adrian.pigott@brent.gov.uk or tel:020 8937 5168.

Any person wishing to inspect the above papers should contact Tim Jackson, Head of Transportation, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, tim.jackson@brent.gov.uk or telephone: 020 8937 5151.

Appendix A: Brent Council Final (2011-2014) Local Implementation Plan.

Circulate as an electronic attachment by Committee Services and table hard copies on the evening of Highways Committee.

Appendix B: Example of communications/consultation work.



Your say on future transport

Brent residents can have their say on the future of transport in the borough between now and the end of March.

The Local Implementation Plan (LIP) confirms the council's support for London Mayor Boris Johnson's key projects such as installing electric vehicle charging points so that people who want to drive a vehicle powered by electricity have a place to charge them close to Brent's town centres.

It also says how the council will help more

people to cycle safely in the borough, join car clubs and use buses, the underground and over ground rail.

Most of the funding to pay for these plans will come from Transport for London.

Officers will attend the council's Area Consultative Forums early in 2011 to listen to people's views on transport.

To have your say visit www.brent.gov.uk/transportplan or contact Adrian Pigott on 020 8937 5168 by 14 February.

Appendix C: Summary of representations received.

Ref:	Name/position/organisation	Representation
1	Resident – anonymous comment – LIP consultation form.	Problem with traffic signals at Kingsbury/Church Lane junction continually revert to cycle phase, holding up traffic unnecessarily.
2	Resident – anonymous comment – LIP consultation form.	Problem with traffic signals at Kingsbury/Church Lane junction continually revert to cycle phase, holding up traffic unnecessarily.
3	Resident – anonymous comment – LIP consultation form.	There is still no pedestrian crossing in Roe Green where Kingsbury High School students have dodged the traffic for over 50 years.
4	Resident – anonymous comment – LIP consultation form.	An “aided” crossing point across Park Lane Wembley at Junction with High Road is needed.
5	Resident – anonymous comment – LIP consultation form.	Electric vehicle charging points are ok for work-based parking, i.e. – Town Hall, Brent House. Why can’t Brent offer free places at shopping centres like Brent Cross?
6	Resident – anonymous comment – LIP consultation form.	You mention dropped kerbs but the policy now is “raised kerbs” and “entry treatments” for which I have seen no resident consultation.
7	Resident – anonymous comment – LIP consultation form.	To get to Park Royal (ed - Central Middlesex) we have PR2 but from Kingsbury it is difficult to access. The bus that waits at Honeypot Lane 305 could meet up with PR2 and Asda, go behind the Town Hall and back to Edgware via the PR2 stop at Salmon Street.
8	Alison Hopkins Humber Road Residents Coalition for a Sustainable Brent Cross Cricklewood Formed from 23 residents’ associations, local groups and politicians from 3 parties	On page 38, there are a series of references to the proposed Brent Cross "Regeneration". A number of statements are made concerning the traffic impact on the roads west of the A5, including Dollis Hill Lane, Oxgate Gardens and my own road, Humber Road. Residents in this area have consistently opposed the Brent Cross proposals as they currently stand, particularly with regard to the appalling impact of increased traffic and ill thought out new road layouts. These roads are primarily residential and it is the case that the Dollis Hill area as a whole will, frankly, be ruined. The document makes specific reference to Humber Road and the removal of the current no right turn restriction. This change - allowing right turns into Humber Road - is totally unacceptable. The revised road layout means that Humber Road will be the first right turn from the Edgware

		<p>Road. The developers' own - deeply flawed! – traffic assessment projects an extra THREE HUNDRED vehicles every hour accessing the road, which is the narrowest leading from the A5. This figure is, by the way based on an absurd assumption that no vehicles currently turn left into the road from the A5. In addition, the enormous waste vehicles leaving the proposed waste transfer station will use this road and the other roads leading from the A5. And, the impact of both commuter and retail parking will be substantial and damaging - we do not want to have expensive Controlled Parking Zones imposed on Dollis Hill by a development which is of no value to residents! The references in your document as they currently stand are wholly unacceptable and we, as residents and council tax payers, demand that they be rewritten with proper and due regard to our welfare. We are not willing to be sacrificial lambs on the altar of yet more expensive and unnecessary out of town retail development.</p>
9	<p>Barnet Council Mervyn Bartlett Transport & Regeneration Manager</p>	<p>Concerns that information that was presented in Brent's draft Local Implementation Plan specific to the Brent Cross /Cricklewood redevelopment Transport Assessment, particularly relating to Brent's querying as to the accuracy of projected traffic volume/flow and the effect on areas local to the proposed redevelopment.</p> <p><i>Further comments also provided.</i></p>
10	<p>Harrow Council Ann Fine Transport Planning Consultant</p>	<p>Officers at Harrow Council requested that Brent included support for a "Major Scheme" that Harrow is leading on. This is the "Stanmore to Thames" TfL major scheme step 1 submission. The route identified provides a unique, long radial, green route from the edge of London to the River Thames. The major issue is that the route does not exist in the public's eye and is very fragmented. The route has the potential to be a major walking and cycling route the whole way and also to become a key attraction for those wanting improved access to the natural environment. Brent Council supports Harrow's stance but will not be contributing to the funding of the project as Brent's "Major Scheme" is all committed to the redevelopment of Harlesden Town Centre.</p>
11	<p>English Heritage. Nick Bishop, Regional Planning Advisor. London Region.</p>	<p>Page 19 – Local context: we are concerned that there is currently no mention of the historic environment as part of the geographical</p>

	<p>English Heritage is the Government's statutory adviser on the historic environment. It is an executive Non-Departmental Public Body sponsored by the Department for Culture, Media and Sport</p>	<p>characteristics of the borough. The Borough's historic environment and heritage are important components of its geographical distinctiveness and local identity. It would be worth identifying the historic environment within the Local context because it is vulnerable to transport impacts and therefore worthy of consideration within the transport policy which follows later in the document.</p> <p>Page 28 – Regeneration, Planning, Transport and Successful Place-making: We welcome the provision of guidance and Supplementary Planning Documents to manage change in areas of growth and renewal and we look forward to continued involvement in the production of these documents, and in particular the South Kilburn Masterplan and documents relating to Alperton, Barham Park and the North Circular Road regeneration area.</p> <p><i>Further comments also provided.</i></p>
12	<p>Natural England. David Hammond. Planning and Advocacy advisor.</p>	<p>The aspiration to protect the Borough's environment is welcomed and to be encouraged, and the Council should give regards and consideration to Green Infrastructure and "soft" landscaping where appropriate. Street trees are merely one opportunity to achieve this, and the document does refer to grass strips, sustainable drainage systems (SUDs) and wildlife friendly design into road schemes, (page 110 – 5) (ii) all of which would be encouraged and commended.</p> <p><i>Further comments also provided.</i></p>
13	<p>London Diocesan Fund. Brian Cuthbertson Head of Environmental Challenge.</p>	<p>The need to reduce carbon emissions to a tiny fraction of their current level is the paramount imperative. Every policy and investment decision should be evaluated for its influence in these terms. The Diocese of London encourages its members to include the carbon content of all journeys in a planned reduction of their fossil-fuel based energy use, and to consider every journey in terms of a hierarchy of priorities – foot, cycle, tube, national rail, bus, motorcycle, car or taxi as last resort. We commend this approach to Londoners as a whole.</p> <p>The safety and comfort of pedestrians on pavements, islands and crossing points, especially the vulnerable including blind or partially sighted persons, the elderly and infirm should be of overriding importance in the detailed design and regulation of any changes;</p>

		<p>e.g. to timings of lights, and the introduction of innovative solutions such as (to mention only two) diagonal crossings as at Oxford Circus or pavement free streets as at Exhibition Road. We welcome the consideration already given to this aspect in these particular schemes, which we urge should continue in these and others in any borough.</p> <p><i>Further comments also provided.</i></p>
14	<p>Cricklewood Improvement Programme. Danny Maher The Cricklewood Improvement Programme (CIP) is a group of residents, traders and charities who want to revitalise Cricklewood.</p>	<p>We had been discussing the widening of the Cricklewood Broadway/A5/Chichele Road junction when your draft report confirmed our suspicions that the BXC Transport Assessment (TA) severely underestimates the traffic volume. We strongly support Brent's concerns about the robustness of the TA.</p> <p><i>Further comments also provided.</i></p>
15	<p>Brent Cyclists. David Arditti The Brent arm of the London Cycling Campaign.</p>	<p>Though it contains many things we support, broadly we consider that the draft LIP 2011–2014 is inadequate in its treatment of cycling. Though it says many of the right things, there is a lack of convincing detail and measurable commitments. The whole "plan" reads more like a vague, aspirational strategy document than an "implementation plan". There is a lack of detailed targets and clearly-described schemes or proposals. The document is highly confusing in the way specific subject areas (such as cycling and walking) are covered several times in different places. Where we have pointed out omissions below, this may be because we have not spotted the relevant statements in different parts of the document, in which case we apologise, but it does point up the confusing structure of the Plan.</p> <p><i>Further comments also provided.</i></p>
16	<p>Royal Borough of Kensington and Chelsea. Ian Davies. Principal Traffic Engineer.</p>	<p>We have no specific comments on your proposed objectives, plans and targets.</p>
17	<p>Coalition for a Sustainable Brent Cross Cricklewood Development. Lia Colacicco Co-ordinator</p>	<p>We have severe doubts about the reliability of the Transport Assessment (TA). We strongly support all of Brent's concerns about the robustness of the TA, and admire your insistence in standing up to Barnet in the interest of Brent Residents. "Therefore Brent Council will have to object to the proposals until revised modelling and assessments have been made."</p> <p>Our coalition also includes Cyclists and Friends of the Earth groups, who are particularly concerned about air pollution (as are we all).</p>

		<p>We strongly support your call for revised modelling and assessments. It is clear that in order to reduce the number of cars the mode shifts have been fabricated.</p> <p><i>Further comments also provided.</i></p>
18	The Railway Terraces Residents' Association Marlene Wardle (chair)	The Railway Terraces Residents' Association, Edgware Road, Cricklewood supports Brent's criticism of the traffic modelling and other matters relating to the Brent Cross Cricklewood development. Please continue to challenge Barnet council.
19	Quod Planning Services on behalf of Phil Murphy - Director	<p>Page 38 identifies 9 transport related issues which are summarised from the "Draft Review of the Transport Assessment". LB Brent officers fully interrogated the BXC Transport Assessment over a period in excess of 2 years and thus reference to the Council's "draft" review is clearly out-dated. Furthermore, LB Brent issued a consultation response to the BXC application</p> <p><i>Further comments also provided.</i></p>
20	Michael Guckian - resident	Just a short comment on the local transport plan. Although very positive in many aspects. I would like you also to consider a universal 20mph borough wide speed limit (like Islington), for the sake of road safety. The LCN+ could be improved where it emerges on to main road junctions (when turning right or going straight ahead to follow the routes), by having TOUCAN traffic islands to help both pedestrians and cyclists to navigate these busy road junctions.
21	NorthWestTWO Residents' Association	NorthWestTWO Residents' Association supports Brent's criticism of the traffic modelling and other matters relating to the Brent Cross Cricklewood development. Please continue to challenge Barnet council.
22	Ealing Council Russell Roberts Principal Transport Planner	LB Ealing welcomes the new draft LIP from Brent Council. We particularly appreciate the recognition that 'inter-borough working' will bring benefits, particularly for projects in Park Royal and Willesden Junction plus orbital journeys and the 'Biking Borough' initiatives (especially in Willesden and Park Royal). The inclusion of a map of proposed schemes would be useful to help identify their benefits/impacts. We note the cycle mode share target to increase from 1% in 2008/9 to 1.05% in 2013/14.

		<p>However, we feel that a more ambitious increase would be more appropriate as all relevant boroughs have to contribute to the Mayor's cycling target of 4.3% for Outer London. Ealing's target is to increase cycle mode share from 1.6% to 2% over a similar time period.</p>
23	Sanjit Patel	<p>I feel that (electric vehicle) charging points are better placed in locations of London-wide interest such as Wembley stadium where people will travel from across London (in excess of 20 miles) to visit and stay longer. But even these charging points should be in public car parks and not in the streets.</p> <p>It would be far more sensible if all public car parks were required to provide X number of charging points as in Westfield shopping centre which incidentally <i>is</i> another point of London-wide interest with people travelling and visiting longer.</p> <p>All supermarkets with customer car parks wanting to trade in Brent must provide X no of charging points. The supermarkets would benefit from positive PR as they exploit the green angle.</p> <p style="text-align: right;"><i>Further comments also provided.</i></p>
24	Stuart Smith, Chief Inspector Partnership, Metropolitan Police.	<p>It is an informative and ambitious plan with the vision to improve the lives of people who live and work in Brent.</p> <p>Local surveys demonstrate that specifically for the young residents of the borough routes to and from school are where they feel less safe. There is an opportunity within this strategic plan to really make a difference to safety and perceptions of safety of all public and green transport across the borough.</p> <p style="text-align: right;"><i>Further comments also provided.</i></p>

Appendix D: List of external consultees.

To:	Boroughs (Neighbouring & WestTrans):
Chief Executive	LB Barnet, North London Business Park, Oakleigh Road South, London, N11 1NP.
Chief Executive	LB Camden, Camden Town Hall, Judd Street, London, WC1H 9JE.
Chief Executive	LB Ealing, Ealing Town Hall, New Broadway, Ealing, W5 2BY.
Chief Executive	LB Hammersmith & Fulham, Town Hall, King Street, Hammersmith, London, W6 9JU.
Chief Executive	LB Harrow, Civic Centre, PO Box 57, Station Road, Harrow, HA1 2XF.
Chief Executive	LB Hillingdon, Civic Centre, High Street, Uxbridge, Middlesex, UB8 1UW.
Chief Executive	LB Hounslow, Civic Centre, Lampton Road, TW3 4DN.
Chief Executive	Royal Borough of Kensington & Chelsea, The Town Hall, Hornton Street, W8 7NX.
Chief Executive	Westminster City Council, Westminster City Hall, 64 Victoria Street, London SW1E 6QP.
To:	Emergency Services:
The Commissioner	Metropolitan Police, New Scotland Yard, Broadway, London, SW1H 0BG.
The Commissioner	City of London Police, PO Box 36451, London, EC2M 4WM.
Chief Executive	The London Ambulance Service, NHS Trust, St.Andrews House, St.Andrews Way, London, E3 3PA.
Chief Officer	The London Fire Brigade, 169 Union Street, SE1 0LL.
To:	Health/Care/Disabilities:
Chief Executive	Brent Primary Care Trust, Wembley Centre for Health and Care, 116 Chaplin Road, London, HA0 4UZ.
Chair Person/Director	The Brent Association of Disabled People, Willesden Centre for Health & Care, Robson Avenue, Willesden, NW10 3SG.
Chief Executive	RNID, 19-23 Featherstone Street, London, EC1Y 85L.
Chief Executive	RNIB, 105 Judd Street, London, WC1H 9NE.
To:	Environment/Agencies:
Chief Executive	English Heritage, 1 Waterhouse Square, 138-142 Holborn, London, EC1N 2ST.
Chief Executive	Natural England, 7 th Floor, Hercules House, Hercules Road, Lambeth, London, SE1 7DU.
Chief Executive	The Highways Agency, 123 Buckingham Palace Road, London, SW1W 9HA.
Chief Executive	The Environment Agency, National Customer Contact Centre, PO Box 544, Rotherham, S60 1BY
To:	Campaign:
Chairman	London Travelwatch, 6 Middle Street, London, EC1A 7JA.
Chief Executive	Living Streets, 4 th Floor, Universal House, 88-94 Wentworth Street, London, E1 7SA.
The Chief Executive	The Campaign for Better Transport, 16 Waterside, 44-48 Wharf Road, London, N1 7UX.
Chairperson / Director	The London Cycle Campaign, 2 Newhams Row, London, SE1 3UZ. (and email to Brent Cycling Campaign)
Chief Executive	The Chief Executive, Friends of the Earth, 26-28 Underwood Street, London, N1 7JQ. (and email to Brent Friends of the Earth.



Highways Committee

27th July 2011

Report from the Head of Transportation

For information

Wards Affected:
Harlesden, Kensal Green

Briefing Report – Harlesden Town Centre Major Scheme

1.0 Summary

- 1.1 This report informs members of the current progress on the Harlesden Town Centre “Major Scheme”.
- 1.2 Transport for London’s (major scheme) funding regime provides an opportunity for Council’s to develop and implement schemes to improve the operation and appearance of town centres so as to support the vibrancy and vitality of those town centres.

Officers are currently working on a scheme for Harlesden Town Centre with the aim of securing up to £4 million to deliver the proposals. The aim of the scheme is support the development of an economically, socially and environmentally sustainable town centre which contributes to the wider objectives of reducing the need to travel (by motorised means) and where travel is necessary, to maximise the attractiveness of public transport by improving its reliability and speed.

- 1.4 As a precursor to the main project funding has already been secured to implement a pedestrian accessibility scheme on Station Road linking Willesden Junction Station to the Town Centre this financial year.
- 1.5 This report sets out the background to the scheme, the progress made to date and the programme towards completion.

2.0 Recommendation

- 2.1 That the Committee notes the contents of this report.

3.0 Background

- 3.1 Harlesden town centre is at the centre of its diverse community, yet like many places its' status has been progressively reduced so that it has increasingly become a place of motor traffic domination, congestion, broken pedestrian desire lines and road danger with a poor public realm.

- 3.2 An opportunity to address the challenges facing Harlesden exists through Transport for London's (TfL) funding regime.

TfL's "Major Schemes" budget (formerly the Area Based Scheme budget) affords an opportunity for Council's to develop and implement schemes to improve the operation and appearance of Town Centres so as to support the vibrancy and vitality of those town centres.

Subject to securing the necessary investment from TfL, there is an opportunity, through re-shaping the public realm, to provide a catalyst for a major shift in the commercial ranking and quality of Harlesden town centre so as to enable it to better serve and contribute to the regeneration of the residential and industrial hinterland, and to become an attractive place that people will want to visit, linger, socialise and spend money.

- 3.3 In relation to transport, there is an opportunity to create a town centre which contributes to the wider objectives of reducing the need to travel (by motorised means) and where travel is necessary, to maximise the attractiveness of public transport by improving its reliability and speed.

- 3.4 There is an increasing recognition that any proposals aimed at changing the "look and feel" need to be understood and owned by the local community. In developing proposals for Harlesden, officers have developed and are working within an engagement framework that is radically different from the approach traditionally employed for transport/public realm schemes.

At the outset of the project a community engagement consultant was appointed to help form and develop capacity of the Harlesden Town Team. The Town Team comprises: local residents, businesses, Council officers, ward members and TfL representatives. The Team is led and managed by members of the local community with support officers. The Town Team concept provides a "middle ground" where the community, the Council and other stakeholders operate as equal partners moving towards a common goal.

- 3.5 The first stage in the Town Team process was the development and publication of the "Harlesden Town Charter – A Vision for Harlesden". This document was published in August 2010 and sets out a 5 – 10 year vision for the community and the local environment and is seen as the first step in realising the potential of Harlesden. The Charter assesses Harlesden as a place and looks at its weaknesses, assets and its issues.

- 3.6 Consistent with the aspirations set out in the Charter, and with a view to utilising the opportunity presented by TfL's major schemes funding regime, an extensive multi-million pound scheme for Harlesden Town Centre is being developed in conjunction with the Town Team.

The Harlesden Town Centre Project, anticipated to be funded primarily from TfL, will improve Harlesden Town Centre by (i) making changes to the traffic and parking arrangements (which will reduce congestion and improve road safety), (ii) increasing pedestrian space and (iii) improving the quality and layout of the public space (road surface, footways, street furniture etc.)

It is anticipated that these changes will improve the "look and feel" of Harlesden as a place and contribute to improving its vitality and sustainability as a local town centre.

- 3.7 During the early development of the main scheme officers identified an opportunity to secure funding from TfL to implement a scheme, outside of the original scheme area, that would effectively enlarge and compliment the core scheme.

This (Station Road) scheme will improve pedestrian accessibility and the public realm along Station Road which forms the key walking route from Willesden Junction Station to Harlesden Town Centre. The proposals have been developed in partnership with the Town Team and funding has been secured to implement the scheme during this 2011/12 financial year.

Implementing the Station Road scheme has a number of advantages. It will (i) improve the appearance and operation of Station Road, (ii) offer the opportunity to model the "look and feel" of the core scheme in advance and (iii) send a signal to the community that the Council has the commitment and capacity to deliver the core project and hence meet local aspirations.

4.0 The Core Town Centre Project

- 4.1 The focus of the Harlesden Town Centre core project is to provide a dramatically improved pedestrian environment with reduced road danger whilst facilitating improvements for all other road users. Improvements to traffic movement are essential. To help achieve this, significant changes are expected to be made to the existing gyratory system, to Harlesden's controlled parking zones, parking enforcement, and the quality of the public realm.

- 4.2 The Harlesden gyratory (one way) system forms part of the A404 and is part of TfL's London's Strategic Route Network (SRN). Because of its importance as a traffic route, the development of proposals are subject to detailed modelling requirements (and subsequent approval by TfL) to make sure they have no negative impact on the operation of the SRN.

4.2 Options for the scheme are being developed alongside the Harlesden Town Team 2010 to ensure the scheme provides maximum benefit for the local community.

4.3 Key elements of the project currently being progressed include:

- A review of the operation of the existing gyratory and traffic signals to seek opportunities for the creation of new public/pedestrian spaces.
- Design of facilities to enhance pedestrian accessibility.
- Review of the operation and movement of buses through Harlesden
- A review of the existing parking and loading activity. One of the challenges of the scheme will be to find an acceptable balance when allocating parking space. Significant amounts of parking space along the existing retail frontage are taken up by permit holders. This restricts capacity for shopper pay & display and business loading activity. Equally, residents on the gyratory need to be provided opportunity to park.
- Developing proposals for the CCTV enforcement of parking so as to improve compliance – with a positive impact on congestion and road safety.
- Developing a Harlesden place-making guide, consistent with the Council's place-making guide. This will define the approach, material's and street furniture to be used within the public realm. Station Road will be the trial for the new public realm standards which will subsequently be rolled out to the rest of the town centre and other future work in the area.
- Ensuring mechanisms for designing out crime and antisocial behaviour and are being incorporated onto the design.
- Reviewing opportunities for improving cleansing, waste collection and recycling arrangements within the town centre in a way that supports the core project objectives.

4.4 Public consultation on the core scheme proposals is programmed to take place during November 2011.

To assist in raising awareness of the scheme in advance and during the consultation a communication plan for the scheme has been developed. A Brent website (www.brent.gov.uk/harlesdentown) and dedicated email address is already in place to distribute information and receive feedback. Promotion will also take place in Brent Magazine and other media. Options for increasing awareness utilising on street advertising are also being investigated.

5.0 Station Road Project

5.1 Within the Harlesden Town Charter, and although outside the area defined as for the core scheme, Station Road was identified as a key link providing pedestrian access from Willesden Junction Station to the Town Centre.

Funding has been secured from TfL to implement improvements to Station Road, as a precursor to the main town centre scheme, during the current (2011/12) financial year.

5.2 The Station Road scheme is shown at Appendix 2. The key elements of the proposal for Station Road are:

- Increased pavement widths,
- New high quality paving and street furniture,
- A new Zebra Crossing,
- New or upgraded entry treatments across Harley Road, Caple Road and Ranelagh Road,
- The relocation of the gated road closure on Honeywood Road to create an enlarged pedestrian space,
- 18 new trees,
- Reduced street clutter and renewal of any essential items,
- Upgrade of the existing lamp columns to white lighting.

5.3 Consultation with residents and businesses in the area took place during June 2011

5.4 A total of 33 questionnaires were returned. This equates to a return rate of 12%. Of the responses 58% supported the proposals, 27% opposed them and 15% expressed no opinion.

5.5 (Officer) delegated approval to the proposals has been obtained and implementation of the proposals is programmed to begin in September 2011.

5.6 All of the materials that will be used on Station Road, such as the paving slabs and street furniture, will also be used throughout the main town centre area and any other gateway roads that are improved. The materials to be used have been agreed through a number of workshops and discussions with the Town Team 2010. The materials to be used, and the design, are wholly consistent with the Council's Place-making Guide.

6.0 Funding arrangements

6.1 Development of the Core Town Centre scheme is being funded during 2011/12 using a £150,000 allocation within the Council's annual, TfL funded, Local Implementation Plan (LIP) "corridors & neighbourhoods" programme. That programme was approved by Committee on 9th February 2011.

6.2 A "one off" allocation has been made by TfL of £340,000 through the Major Scheme's Programme to predominantly fund the Station Road scheme. This will be partly match funded with £90,000 of Developer (s106) contributions.

6.3 A provisional allocation of £3 million has been identified by TfL within 2012/13 and 2013/14 from their Major Schemes Programme to fund the core scheme.

The TfL Major Schemes Programme is separate from the annual TfL LIP regime. Success in securing funding from the Major Schemes Programme does not compromise the size of an authority's allocation under the annual LIP regime.

It is anticipated that the Major Schemes Programme allocation will be supplemented by approximately £400,000 of Developer (s106) contributions and an element of TfL LIP funding within the 2013/14 and 2014/15 financial years.

7.0 Programme

7.1 The current programme sets the following key dates within the project.

- Feasibility/Preliminary of the core project Design – to October 2011
- Public Consultation on core project - November 2011
- Detailed Design on core project – to September 2012
- Implementation of core project November 2012 to September 2014
- Implementation of Station Road September 2011 to February 2012

7.2 The programme, in relation to the core scheme, set out above is dependent on success in securing funding from TfL.

TfL have provisionally allocated £3m for the scheme within their Business Plan and TfL officers have continually indicated informally that the funding will be forthcoming.

In a sense the early allocation of the £400k to implement the Station Road scheme is an indication of TfL's commitment to the Council's proposals. Nevertheless until such time that core scheme has successfully negotiated TfL's project gateway process and the funding has been secured the programme beyond 11/12 must be considered as indicative.

8.0 Financial Implications

8.1 This is an information item and has no financial implications at this time.

9.0 Legal Implications

9.1 None.

10.0 Diversity Implications

10.1 There are no diversity implications at this time. At an appropriate stage an equalities assessment will be undertaken.

11.0 Staffing/Accommodation Implications

11.1 None

12.0 Environmental Implications

12.1 None at this time

Background Papers

Harlesden Town Charter
Brent's TfL LIP allocation 2011/12

Appendices

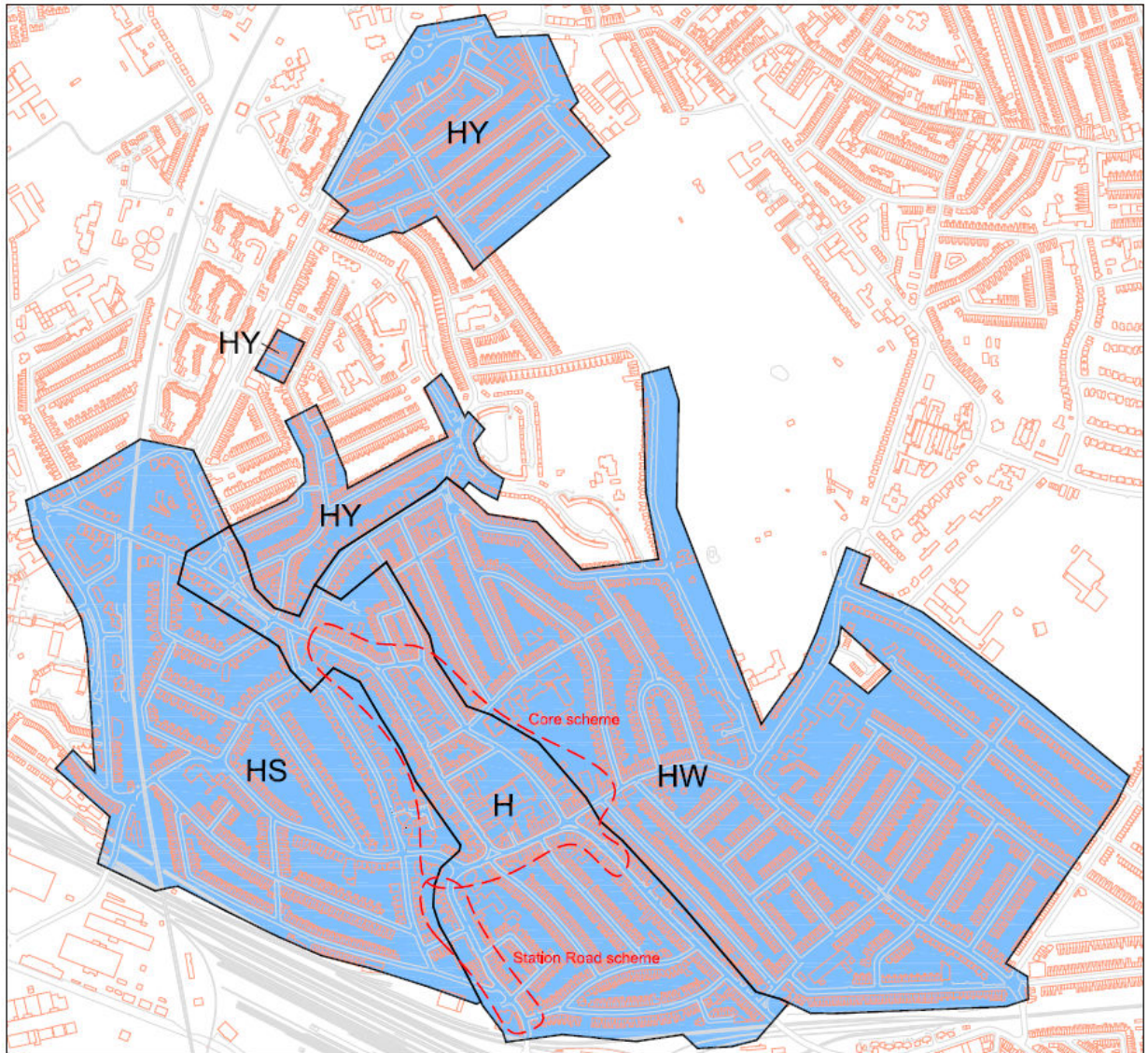
- Appendix 1 – Scheme and CPZ locations
- Appendix 2 – Station Road Scheme

Contact Officers

Report author: Peter Boddy, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446 email: peter.boddy@brent.gov.uk

Tim Jackson, Head of Transportation, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151 email : tim.jackson@brent.gov.uk

Appendix 1: Scheme and CPZ Locations



Appendix 2: Station Road Scheme

