



Highways Committee

Thursday 25 June 2015 at 7.00 pm

Board Room 7&8 - Brent Civic Centre, Engineers Way,
Wembley HA9 0FJ

Membership:

Members

Councillors:

Southwood (Chair)

Mashari (Vice-Chair)

Denselow

McLennan

Moher

For further information contact: Peter Goss, Democratic Services Manager
020 8937 1353, peter.goss@brent.gov.uk

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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	1 - 6
3 Matters arising (if any)	
4 Deputations (if any)	
5 Petition - Shoot Up Hill pedestrian crossing	
A petition has been received requesting the provision of a new pedestrian crossing on Shoot-Up Hill, near to the junction with St Cuthbert's Road. Agenda item 6 relates.	
6 Petition - pedestrian crossing on Shoot-up-hill	7 - 14
This report informs the committee of a petition received requesting the provision of a new pedestrian crossing on Shoot-Up Hill, near to the junction with St Cuthbert's Road. It provides information on the results of site assessments and proposals to provide a new pedestrian crossing facility.	
Ward Affected: Brondesbury Park; Mapesbury	Contact Officer: Sandor Fazekas, Highways and Transportation Tel: 020 8937 5113 sandor.fazekas@brent.gov.uk
7 Disraeli Road Car Park	15 - 26
This report updates the Committee on progress in implementing two parking schemes approved by Cabinet on 15 December 2014. It informs	

the Committee of the results of a statutory consultation to introduce off-street parking controls in Disraeli Road car park, and seeks authority to consult on the introduction of on-street parking controls in the area. The report also seeks authority to introduce two pilot cashless parking schemes in the Park Royal area.

Ward Affected: Alperton;
Stonebridge;
Tokyngton

Contact Officer: Gavin F Moore, Head
of Parking and Lighting

Tel: 020 8937 2979

gavin.f.moore@brent.gov.uk

8 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.

9 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 20 October 2015.



Please remember to switch your mobile phone to silent during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.

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LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Thursday 22 January 2015 at 7.00 pm

PRESENT: Councillor Crane (Chair), Councillor Mashari (Vice-Chair) and Councillor McLennan

Also present: Councillors Butt and Mahmood

Apologies for absence were received from: Councillors Denselow and Moher

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

6. Petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court.

Councillor Mashari declared that she had received an email from CABRA (petitioners)

Councillor McLennan declared that she had been in contact with CABRA in connection with the petition.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 20 October 2014 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

Cromwell and Burns Residents' Association (CABRA)

Alina Lopatis (Secretary of CABRA) addressed the Committee in connection with the petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton.. She informed members that it was proving increasingly difficult for residents of Cromwell Road, Cromwell Court and Burns Road to find parking spaces due to parking overspill as a result of commuter parking, vehicles being displayed for sale, abandoned vehicles and those left in the area whilst their owners were away on holiday. She continued that vehicles abandoned in the area were encouraging anti-social behaviour to the detriment of residential amenities. Alina Lopatis added that developments at 243

Ealing Road for 441 dwelling houses and at 255 Ealing Road would aggravate the current parking situation. She added that being small and narrow, the roads would not be able to support parking demand in the area.

For the above reasons, the Alina Lopatis stated that a CPZ was required sooner than officers' anticipated timescale in 2017. She emphasised how vital it was for the area to have CPZ introduced sooner and that the CPZ should take into account of the needs of local small businesses for passing trade.

Alina Lopatis was thanked for her address.

5. Petition requesting the introduction of parking restrictions and safety measures in Chantry Crescent and Chapel Close

The Committee received a report that informed them of a petition received in October from residents of Chantry Crescent and Chapel Close requesting the introduction of parking restrictions and other traffic related safety measures in their streets. Tony Kennedy, Head of Transportation in setting the background stated that a consultation in response to a similar request in 2007 for the extension of the controlled parking zone (CPZ) for GD zone which would have covered Chantry Crescent and Chapel Close showed that majority of the residents were not in favour at that time. As a result, a previous Highways Committee agreed not to proceed with the extension of the controlled parking zone (CPZ) for GD zone.

The Head of Transportation continued that a similar request was received in March 2014 which did not meet the threshold for the petition to be considered by Highways Committee. Following the most recent petition, officers revisited the area and made the assessment that Chantry Crescent and Chapel Close would benefit from the introduction of CPZ to remove commuter parking and prioritise parking spaces for local residents and their visitors. Furthermore, the CPZ would improve safety and accessibility through the introduction of waiting and loading restrictions. In addition, the installation of a 'no through road' sign should be installed to deter access by motorists looking for a through route and additional signs to deter dog fouling to be installed in Chantry Close open space. He added however that speed reduction measures were not necessary. Officers were therefore recommending a consultation with the residents with a view to extending the GD CPZ to include Chantry Crescent and Chapel Close.

Members were advised that subject to the outcome of the consultation, statutory consultation would be undertaken which would include press and public notices and on-line consultation. In response to a member's enquiry about the support for the CPZ, the Head of Transportation stated that the residents had already expressed their support to the extension by signing the petition.

RESOLVED:

- (i) that the contents of the petition and the issues that were raised be noted;
- (ii) that the response of officers to the petition, as set out in the report be noted and agreed for officers to consult on roads including Chantry Crescent and Chapel Close as an extension of the GD Controlled Parking Zone (CPZ),

and introduce waiting and loading restrictions in these streets as part of the 2015/16 waiting/loading restrictions works programme;

- (iii) that the outcome of officer's assessment of the road safety issues raised by the petitioners be noted, and that with the exception of the installation of a 'no through road' sign to deter through traffic, no other safety measures would be implemented at this time;
- (iv) that it be noted that Sports and Parks would arrange for signs to be installed in Chantry Close open space to deter dog fouling;
- (v) that subject to the outcome of a public consultation, the Committee authorise the Head of Transportation to take the necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to the Highway Committee, any substantial objections or representations received during the statutory notification process;
- (vi) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

6. Petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton

The Committee considered a petition received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton. Tony Kennedy (Head of Transportation) introduced the report which responded to the petition. He stated that in recognition of on-street parking pressures, officers assessed the conditions and the potential impact of future developments in the area. He advised members about an outline plan which he had developed for the introduction of CPZ into the wider area to prevent parking displacement in neighbouring streets. Members heard that the budget requirement for it would cost £150,000 for which there were no provisions in the budget. He recommended that the consultation for CPZ be funded from developer contributions through a Section 106 financial contribution which would become available in future, once the majority of the new dwelling houses were occupied and the impact could be fully assessed in 2017. The Head of Transportation added that piecemeal rather a fully assessed introduction of the CPZ would result in parking displacement and that consulting prior to the impact being fully assessed could result in a negative response.

In the ensuing discussions, members of the Committee unanimously expressed a view for the timescale for the consultation to be brought forward from 2017, taking into account the number of dwelling houses that would result from 243 Ealing Road and 255 Ealing Road and the associated parking demand once the developments were occupied. Councillor Butt (Leader of the Council) in echoing members' views for consultation earlier than 2017 added that as the transportation impact of both developments were considered when planning permission was granted subject to a Section 106 financial contribution, the financial contribution would be available for consultation. In welcoming the report, members instructed the Head of Transportation to undertake the consultation earlier than 2017 and to advise the Chair of the earliest date that the consultation could take place and a CPZ introduced.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the response of officers to the petition, as set out in the report be noted and agreed for officers to investigate and consult on the provision of a Controlled Park Zone or Zones in all streets off the A4005 Ealing Road between Hanger Lane and A4089 Ealing Road following completion of the development at 255 Ealing Road;
- (iii) that subject to formal Cabinet approval of S106 developer contribution allocations, funding be allocated from S106 developer contributions and from the Transport for London funded waiting and loading restrictions programme;
- (iv) that officers be instructed to consult residents earlier than the intended early 2017 date and to investigate the earliest opportunity when consultation can commence and report back to the Chair;
- (v) that subject to the outcome of a public consultation, the Committee authorises the Head of Transportation to take all necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to Highways Committee, any substantial objections or representations received during statutory notification;
- (vi) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

7. Proposed review of the SH Controlled Parking Zone (CPZ).

Members received a report which informed them of the results of a consultation on the review and proposed changes to Controlled Parking Zone SH, which included Fernbank, Maybank and Rosebank Avenues, Sudbury. Tom Kennedy, Head of Transportation informed members that following the meeting of the Highways Committee on 17 July 2014 which considered a petition on SH zone, officers were instructed to proceed with a consultation on the review of the zone SH. The purpose of the review was to validate the data, as the results from the residents survey submitted with the petition may not be representative of the views of the local community and report the results to a future meeting.

A public consultation was carried out starting from 16 December 2014 for three weeks. The informal public consultation asked residents if they wanted changes to be made to the operational days and times of the zone. The consultation questionnaire suggested three options based on the standard CPZ operational times used in the borough, however, respondents also had the opportunity to make comments for consideration by Officers. The results were as follows; 74% of respondents wanted the hours of restrictions to remain unchanged or be extended, only 27% want the operational hours reduced. There was a significant majority of residents in all streets that did not want the operational hours reduced. Reducing hours in one street in the CPZ is likely to result in additional vehicles parking in that street. In addition, 56% of respondents want the operational days to remain unchanged or be extended, 43% want the operational days to be reduced.

The majority of residents in Maybank Avenue want the operational days reduced to Monday to Friday, however, reducing the operational days in this street would result in displaced parking from other streets. In conclusion, he recommended that the existing CPZ zone operational days and times remain unchanged.

RESOLVED:-

- (i) that the results of the consultation and analysis carried out by officers to review the operation of the SH CPZ following petitions from residents both for and against changes be noted;
- (ii) that the Head of Transportation be instructed not to make any alterations to the operational days or times in the SH CPZ;
- (iii) that the main petitioners be informed of the outcome of the Highways Committee decision in regard to this matter.

8. Petition requesting various traffic engineering measures on Brentfield, Stonebridge NW10

The Committee considered a report which responded to a petition requesting various traffic engineering measures on Brentfield / Hillside NW10 and detail works associated with an existing development being implemented in the area. Tom Kennedy, Head of Transportation set out the background to the petition and officers assessment of a recent survey of the route. Members heard that the survey identified traffic flows of 24,359 vehicles on an average day, in both directions combined. Tony Kennedy continued that new residential flats currently under construction would see improvements to the highway which would be funded by the developer as conditions of planning approval, under a Section 106 legal agreement. The highway improvement works would include the relocation of the pelican crossing near the junction with The Avenue, the introduction of a speed table in Hilltop Avenue at the junction with Hillside and the erection of bollards outside Tesco Express to discourage indiscriminate parking and vehicles mounting the pavements. The developer works were due for completion by autumn 2015.

The Head of Transportation informed members about the key features the final scheme being progressed by Officers for implementation by the end of March 2015. These would include the following;

Construction of a new zebra crossing in Hillside between its junctions with West End Close and Wesley Road to facilitate school children crossing the road safely and also to gain access to the recently opened school annex on the northern side of Hillside. A high number of PIA's occurred at this location.

Construction of an uncontrolled pedestrian crossing (pedestrian refuge island) at the centre of the carriageway in Hillside near the junction with First Drive, with the actual location chosen for this facility being in close proximity to shops and residential properties.

Construction of another uncontrolled pedestrian crossing (as above) near the junction with Sunny Crescent, with the proposed crossing close located to the local community centre and residential properties where a few personal injury accidents were reported.

Changing the existing traffic splitter island near the junction with Conduit Way into a pedestrian refuge island to facilitate an uncontrolled pedestrian crossing near the junction with Conduit Way.

Amendments to existing loading and waiting restrictions and introduction of 'no loading and no waiting at any time' restrictions along the stretch road to improve bus movement and road safety. There are few businesses located outside 173 Hillside which has already 'no loading and no waiting restrictions.

Extension to cycle route (45) by 29m near the bus stop outside 20 Hillside as a result of shortening of the bus cage. The cycle lane would be kept to its existing 1.5m width.

In view of the above it was felt that works being proposed as part of the ongoing development would improve road safety in the area and therefore it was not felt appropriate to consider further measures until the works were completed at which time the situation can be reviewed to assess if additional measures would be required

RESOLVED:

- (i) that the contents of the petition and the investigations undertaken by officers be noted.
- (ii) that it be noted that a local safety scheme for Brentfield Road / Hillside is included in the Transport for London funded Local Implementation Plan programme for construction in the 2014/15 financial year.
- (iii) that the response of officers to the petition, as set out in this report be noted and agreed that the work currently programmed to improve safety would address the concerns of the petitioners, and therefore no further action would be required at this time.
- (iv) that officers monitor the situation following completion of both the development related safety improvements and implementation of the local safety scheme.
- (v) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

9. **Any Other Urgent Business**


None.

10. **Date of Next Meeting**

Noted that the next meeting would take place on Thursday, 12 March 2015.

The meeting closed at 7.25 pm

G CRANE
Chair

 Brent	<p style="text-align: center;">Highways Committee 25 June 2015</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Mapesbury Brondesbury Park
Petition requesting a new pedestrian crossing on Shoot-Up-Hill	

1.0 Summary

- 1.1 This report informs the committee of a petition received requesting the provision of a new pedestrian crossing on Shoot-Up Hill, near to the junction with St Cuthbert's Road.
- 1.2 It provides information on the results of site assessments and proposals to provide a new pedestrian crossing facility.

2.0 Recommendations

- 2.0 That Committee notes the content of the petition and the results of the subsequent assessment undertaken by officers.
- 2.1 That Committee instructs officers to undertake a full public consultation on the provision of a new zebra crossing in Shoot-Up Hill to the south of St Cuthbert's Road, including liaison with the London Borough of Camden and to gain the agreement of that authority to the proposed new zebra crossing.
- 2.2 That, subject to the outcome of the scheme consultation, the Committee authorises the Head of Transportation to undertake statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders and associated work required to implement the changes, or to report back to the Highways committee if objections are substantial.

- 2.3 That the main petitioner, Mr James Earl, Chair of the Fordwych Residents Association, be informed of the Highways Committee decision.

3.0 The Petition

- 3.1 On 18th February 2015, the Council received an email from the Chair of the Fordwych Residents Association outlining concerns about pedestrian safety on Shoot-up-Hill.

- 3.2 The email stated that:

“A growing number of local residents - on both sides of the road - are very worried about the lack of a safe pedestrian crossing on the long and wide stretch of the road between Christchurch Avenue/Maygrove Road and Mapesbury Road/Mill Lane.

Of particular concern is the area around the two bus stops near the entrance to Watling Gardens and near the junction with St Cuthbert's Road. Residents living on both sides of the road have to cross the road at this point to get to the bus stops. There is currently no safe way to cross the road, either by a dedicated pedestrian crossing or a traffic island. This is a particularly problem for the disabled, the elderly, and those with push-chairs. We also note that on this straight and wide stretch of the road, traffic (including cars, buses and HGVs) travels quite fast and often in excess of the 30mph speed limit.

In response to these concerns, a petition has been started to campaign for a safer pedestrian crossing on this part of the road. The online petition has been signed by more than 60 people and can be seen here:

<https://you.38degrees.org.uk/petitions/pedestrian-crossing-on-shoot-up-hill>

We have also gathered 140 signatures on paper copies of the petition - making a total of more than 200 names.”

- 3.3 Attached to the email was a letter of support from local Camden councillor Flick Rea (see Appendix 1).
- 3.4 A total of 84 people have signed the online petition. The online petition asks Brent and Camden Councils to ‘*Install a safe pedestrian crossing on Shoot Up Hill - near Watling Gardens and St Cuthbert's Road - to enable people to safely cross this busy road, in particular to get to the two bus stops*’.
- 3.5 We are not able to verify whether the signatories live within the borough for external online petitions; however we do accept petitions hosted on external sites on face value.
- 3.6 We also received a paper copy of the petition with 140 signatures of which 53 were validated as signatures from people that live in the borough.

4.0 Existing Conditions

- 4.1 Shoot-Up-Hill forms part of the busy A5 corridor between Kilburn and Cricklewood. St Cuthbert's Road forms a junction with Shoot-Up-Hill approximately midway between the junctions of Maygrove Road/Christchurch Road to the south and Mill Lane/Mapesbury Road to the north.
- 4.3 Shoot-Up Hill is a classified Principal Road that also forms part of the boroughs Strategic Road Network. It is an important bus corridor served by routes 32, 316, 332, 16, 189 and N16. Northbound and southbound bus stops are located just to the north of the junction with St Cuthbert's Road.
- 4.4 The boundary between Brent and Camden is the centre line of the road, however, Brent maintains the entire width of the road under a boundary road maintenance agreement and we therefore lead on improvements to this section of the A5.
- 4.5 Existing bus lanes restrict Shoot-Up Hill to a single traffic lane in each direction over most of its length.
- 4.6 In terms of land use, Shoot-Up-Hill is predominantly residential with many high rise/high density residential blocks being situated on both sides of the road.
- 4.7 There are no existing controlled or uncontrolled pedestrian crossing points along Shoot-Up Hill between the junctions of Maygrove Road/Christchurch Road and Mill Lane/Mapesbury Road.
- 4.8 Shoot-Up Hill is currently subject to a 30mph speed limit.

5.0 Data Collection

- 5.1 Following concerns raised by local residents, a series of traffic surveys were undertaken in November 2014 to understand existing traffic conditions. This included counts of pedestrian crossing movements, fully classified vehicle movements, volumes and speed surveys.
- 5.2 The Metropolitan Police Service (MPS) collates and processes data about reported personal injury accidents in Greater London. Transport for London (TfL) receives the Stats 19 accident data from MPS which is provided to the boroughs so they can identify trends and target accident reduction.
- 5.3 The latest available 3 year Personal Injury Accident (PIA) data was collated for the junction of Shoot –Up Hill and St Cuthbert's Road together with accidents occurring on Shoot-Up-Hill within 50 metres of the junction.

6.0 Analysis

- 6.1 A summary of the results of the traffic speed surveys is provided in Table 1 below:

Location/Direction	Ave Speed (mph)
South of Kingscroft Road Northbound	22
South of Kingscroft Road	25.5

Southbound	
South of St Cuthbert's Road	27
Northbound	
South of St Cuthbert's Road	26.9
Southbound	

Table 1: Shoot-Up Hill – Summary of Speed Survey (November 2014)

As shown average speeds on Shoot-Up Hill are within the 30mph speed limit.

6.2 A summary of the 3 year PIA data available is provided in Table 2 below:

Accident Severity	No. of Collisions
Fatal	0
Serious	1
Slight	9
Total Collisions (3 years)	10

Table 2: Shoot-Up Hill – 3 Year Collision Summary (December 2014)

As shown in the table above, over a 3 year period, a total of 10 traffic collisions were recorded on Shoot-Up Hill within 50m of the junction with St Cuthbert's Road. These collisions resulted in 15 casualties of which one injury was serious and 14 slight. It should be noted that no pedestrian casualties resulted from any of the recorded collisions.

6.3 PV^2 is a numerical measure used to assess the degree of conflict between vehicles and pedestrians. The degree of conflict is determined by multiplying the number of vehicles per hour (V) squared by the number of pedestrians crossing per hour (P) over a 100m section. The average of the four highest hours is taken to represent what is called PV^2 . A pedestrian crossing is normally justified where the calculated value of PV^2 is equal to or greater than 1×10^8

6.4 Table 3 below summarises the results of the pedestrian

Time Period	2-Way Pedestrian Flow (P)	2 Way Traffic Flow (V)
08.00-09.00	167	1031
09.00-10.00	84	1021
16.00-17.00	112	1061
17.00-18.00	85	1161
Average	112	1069

Table 3: Shoot-Up Hill – Summary of Traffic Survey (November 2014)

6.5 Using the PV^2 measure detailed in paragraph 6.3 above the PV^2 value is 1.28×10^8 , which justifies the provision of a formal controlled pedestrian crossing at this location.

7.0 Conclusion

7.1 Based on the above PV^2 assessment and taking into consideration existing site conditions, pedestrian demand and traffic flows, the provision of a formal pedestrian crossing on Shoot-Up-Hill is justified. A 'Zebra' crossing facility with a central pedestrian refuge is considered to be the most appropriate controlled pedestrian crossing facility for this location. Given the provision of existing bus stops, the most

appropriate location for the proposed pedestrian crossing would be to the south of the St Cuthbert's Road junction, as shown on the plan in Appendix 3. This will require a minor shortening of the existing southbound bus lane.

8.0 Financial Implications

- 8.1 The estimated cost for the scheme to be designed, consulted on and implemented would be in the region of £60k.
- 8.2 These proposals can be progressed using the £100,000 Transport for London capital budget for 2015/16 allocated through boroughs Local Implementation Plan (LIP) for the development of road safety improvements on the A5 corridor.
- 8.3 There are no implications in the council's revenue budgets arising from this report.

8.0 Legal Implications

- 8.1 Any changes identified and approved for implementation will require the amending of the existing traffic regulation order under the Road Traffic Regulation Act 1984.

10.0 Diversity and Equality implications

- 10.1 S149 of the Equality Act 2010 provides that the Council must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic, and those who do not.
- 10.2 There are no diversity implications arising from this report and its recommendations at this time. However, an Equality Assessment will be carried out after the consultation with all affected residents, businesses and other stakeholders is carried out. This assessment will be included in the Delegated Authority report for approval by the Head of Transportation.

Appendices

- A – Letter of support from Camden Councillor Flick Rea
- B – Location of proposed new zebra crossing.

Background Papers

None

Contact Officers

Sandor Fazekas, Projects Development Manager (x5113)
Hossein Amirhosseini, Team Leader Highway Design (x5188)
John Dryden, Principal Traffic Engineer (x5296)

Brent Civic Centre

Engineers Way
Wembley HA9 0FJ
Tel: 020 8937 1234

Appendix A- Letter of Support from Camden Councillor Flick Rea



Councillor Flick Rea
Fortune Green Ward

84 Agamemnon Road
London NW6 1EH

flick.rea@camden.gov.uk

17/2/2015

Pedestrian facilities on Shoot up Hill NW2

I am writing in support of local residents who are concerned about the lack of pedestrian facilities in this area and many of whom have signed a petition asking for a safe crossing.

Shoot up Hill is a long straight road carrying a lot of heavy traffic in and out of Central London and at this point it often moves at some speed. The bus stops on the west side in particular are not conveniently situated near crossing places and this makes the situation hazardous for pedestrians attempting to cross this multi-lane carriageway. There are large densely populated Council estates on both sides and the pedestrian traffic also includes a large number of schoolchildren attending Hampstead School in Westbere Road.

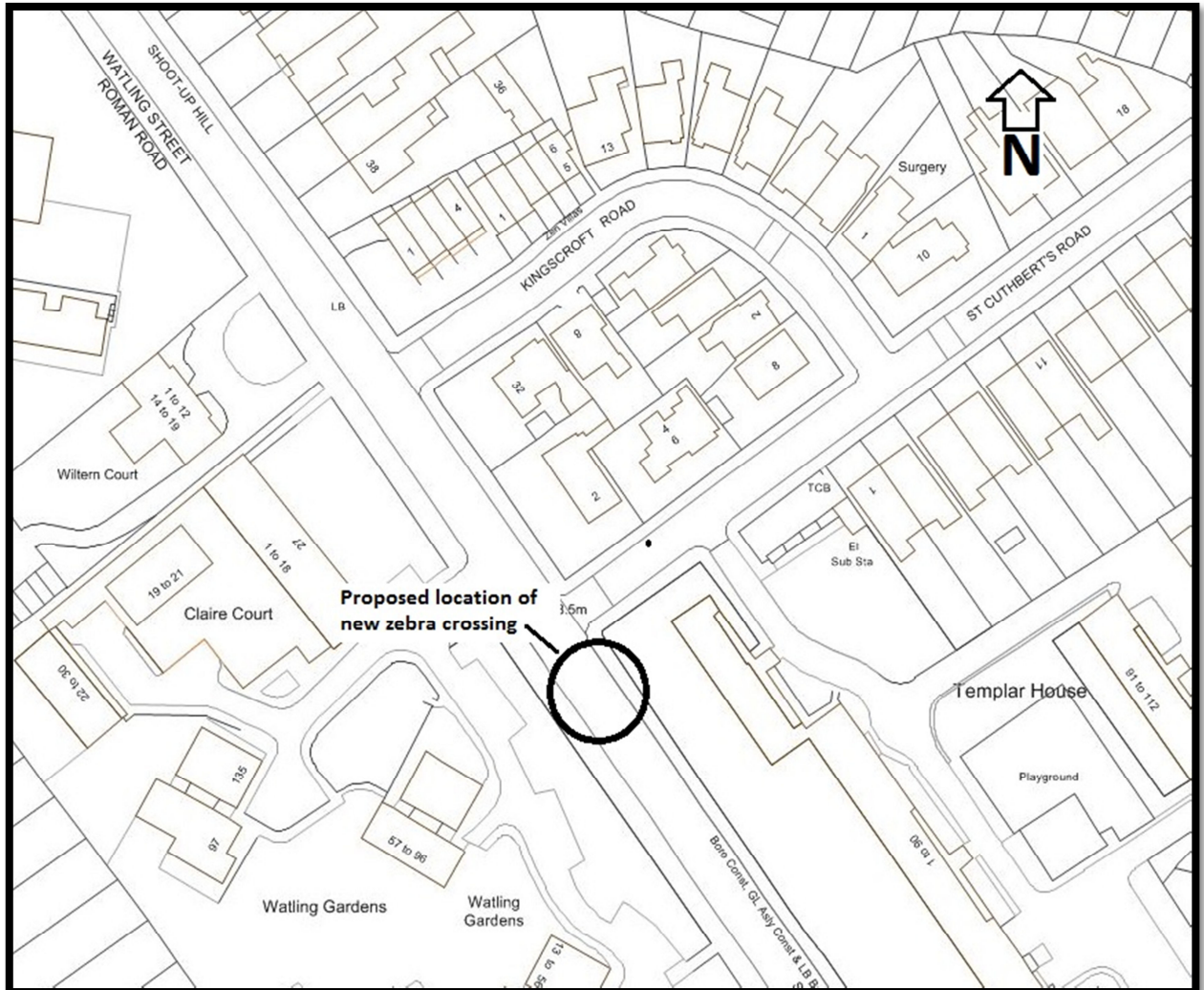
If the pedestrian traffic flow figures are not sufficiently high or concentrated enough to warrant provision of a pedestrian crossing, I wonder if consideration could be given to installing a couple of traffic islands to provide a pedestrian refuge. This is a solution I have previously raised with Camden traffic officers and the GLA.

It seems clear that something needs to be done to remedy the current dangerous situation.


A handwritten signature in black ink that reads "Flick Rea".

Flick Rea
Lib Dem
Councillor
Fortune Green
Ward LB Camden

Appendix B: Location of proposed new zebra crossing.



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 Brent	<p style="text-align: center;">Highways Committee 25 June 2015</p> <p style="text-align: center;">Report from the Operational Director Community Services</p>
For Action	Wards Affected: Stonebridge Tokyngton Alperton
Disraeli Road Car Park and Cashless Parking Schemes	

1.0 Summary

- 1.1 This report updates the Committee on progress in implementing two parking schemes approved by Cabinet on 15th December 2014. It informs the Committee of the results of a statutory consultation to introduce off-street parking controls in Disraeli Road car park, and seeks authority to consult on the introduction of on-street parking controls in the area. The report also seeks authority to introduce two pilot cashless parking schemes in the Park Royal area.

2.0 Recommendations

Highways Committee agrees:

- 2.1 To commence consultation on the provision of a new Controlled Parking Zone (CPZ) in the Lower Place Industrial Estate area, and the implementation of associated charges and off-street parking and controls in the Disraeli Road car park;
- 2.2 To commence consultation on the provision of two pilot cashless parking schemes in the Park Royal area; and
- 2.3 To delegate authority to the Operational Director, Community Services, in consultation with the Lead Member for Environment and relevant ward councillors, to introduce the schemes identified in recommendations 2.1 and 2.2 above; subject to the results of consultation and reporting back to the Highways Committee any substantial objections.

3.0 Disraeli Road Car Park

Background

3.1 Disraeli Road car park, NW10, is in Stonebridge Ward, and has capacity for 74 vehicles. The car park is in the Lower Place Industrial Estate, which comprises several industrial units operating on Barretts Green Road, Disraeli Road, Steele Road and Corby Road. Harlesden Station is 10 minutes' walk away, to the north of the car park; and Middlesex Hospital is within 15 minutes' walk away, to the west of the car park.

3.2 On 15th December 2014 Cabinet agreed a proposal to introduce a daily £3 charge at the car park between 8am – 6pm Monday to Friday, subject to public consultation. The rationale for the proposal, outlined in the Cabinet report, is as follows:

- a) The car park is not currently contained within the Council's Traffic Order, and is therefore not regulated in any way.
- b) The site has attracted a large number of complaints from local businesses, in relation to flytipping, and unlicensed vehicles left parked there. It is considered that bringing the car park into the off-street traffic order would mean that the site would be patrolled regularly by Civil Enforcement Officers, thereby managing usage and helping to reduce opportunist crime.
- c) An occupancy survey conducted in October 2014 found that, on normal midweek days, the parking bays were on average 85% occupied. However for some parts of the day parking bays were 97% occupied, and the car park would have reached saturation occupancy had all bays been accessible. Including vehicles parked outside of marked bays, the car park exceeded its safe capacity by 8% at peak occupancy. Many of the vehicles in the car park are parked before 10am and remain there until at least 5pm. Demand for the car park eases at the weekend, with occupancy reducing to 53% of its capacity on Saturdays and 43% on Sundays.
- d) The site currently does not provide any income for the Council, although the Council spends £8,700 p.a. on business rates for the land. In effect, the users of the car park are being subsidised from the Council's general revenue income.

3.3 The proposal was consulted on in February 2015; twenty objections were received. The main concern expressed by objectors was the adverse impact they felt the proposal would have on the amount of parking available to businesses operating in the Lower Place Industrial Estate. Objectors made the following arguments:

- The car park had been intended for the sole use of businesses on the industrial estate; and claims were made by some businesses that they had rights as sole users of the car park.

- The impact of the introduction of parking charges and controls at Central Middlesex hospital could lead to the displacement of vehicles to Disraeli Road car park, and reduce the availability of spaces for local businesses.
- When the industrial estate was opened in the 1970s, two free car parks were provided at Steele Road and Disraeli Road for the sole use of businesses on the estate. Following the sale of Steele Road car park in the 1990s, the council had made assurances that Disraeli Road car park would continue to provide free private parking.

3.4 Additional points highlighted in objection responses were that:

- A number of businesses had recently started to use Disraeli Road car park to store untaxed vehicles making it difficult for genuine users to find spaces in the car park.
- The council should consider how the car park could be managed through the introduction of parking permits for local businesses.

User rights to Disraeli Road car park

3.5 In response to the issue of potential user rights to Disraeli Road car park, a review of the Council's title deeds and registered titles has taken place. The Council was the original freeholder when the Lower Place Industrial Estate was set up, and it entered into lease arrangements with a number of local businesses in the 1970s. Some of those leases included a clause giving leaseholders rights to use spaces within the Steele Road car park (which was later sold) and/or the Disraeli Road car park. From the 1990s onwards, leaseholders surrendered their leases and instead purchased freehold interests in their premises. These freehold acquisitions do not appear to have made provision for continued car parking rights in the Disraeli Road car park, which remains in the Council's ownership.

3.6 Officers wrote to the 60 local businesses in the area, requesting that any written evidence of user rights be submitted. No evidence was forthcoming.

Parking occupancy survey of Lower Place Industrial estate

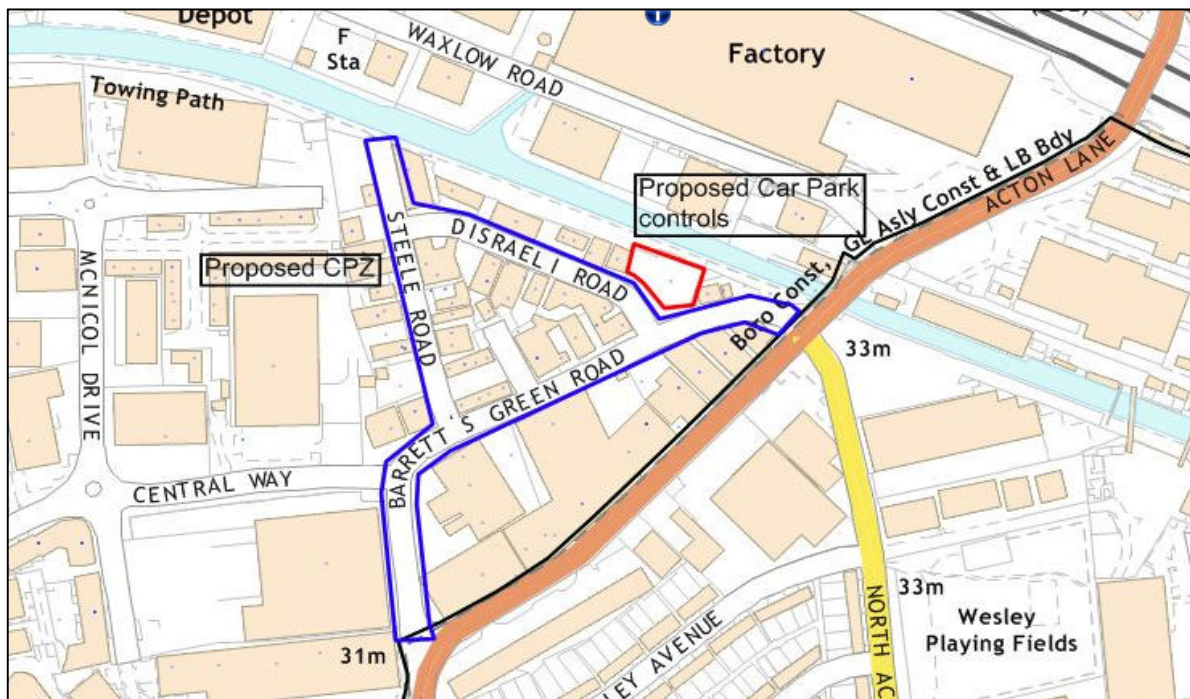
3.7 The introduction of parking controls and charges at Disraeli Road car park is dependant on the introduction of on-street controls in the Lower Place Industrial Estate area. Without on-street controls it is highly likely that vehicles would be displaced from the car park onto the street, and there is already evidence that demand for kerb side parking space is exceeding capacity.

3.8 On 12th May 2015 a parking occupancy survey was conducted by officers from the Transportation service. It found that parking occupancy in the area was 98% of capacity between 7 am and 8 am; 102% of capacity between 12pm and 1pm; and 80% of capacity between 5 pm and 6 pm. The survey found that several roads were occupied at over 100% of their capacity, that vehicles were commonly parked across dropped kerbs restricting access to and from business premises, that vehicles were often parked on pavements, and that several motorbikes which appeared to be either for sale or stored for repair were occupying kerbside parking space. Details of this survey can be found in Appendix A.

Proposal

- 3.9 In order to find a parking solution that will benefit local businesses and visitors, and taking account of the objections received, it is proposed to consult stakeholders on the introduction of parking controls in the local area. The proposed scheme would seek to manage excess demand for parking space, make short stay parking available to local businesses, prevent misuse of parking spaces, and mitigate against vehicle displacement from commuters and visitors to Central Middlesex Hospital.
- 3.10 Officers recommend that the area shown in Fig 1, bounded by Steele Road, Disraeli Road and Barrett's Green Road, is included in the proposed new CPZ area. The location of the Disraeli Road car park is also shown.

Fig 1. Lower Place Industrial Estate



- 3.11 The consultation would cover the introduction of the following specific proposals:
- A Controlled Parking Zone based on standard operational days & times i.e. 8.30 am to 6.30 pm, Monday to Friday. Alternative options would be included for longer or shorter operational hours than standard, and for the inclusion of weekends and bank holidays. In accordance with standard practice, each local business would be eligible to purchase up to three business permits, priced at £360 per annum.
 - Provision of dual-use on-street parking bays, for business permit holders and visitors. A cashless only 'Park and Pay' tariff for visitor parking would be introduced, subject to

detailed scheme design. This would be a new tariff priced at £1 per hour for up to 5 hours, and £6 for longer stays. This on-street tariff would be higher than the short stay tariff in the car park, to encourage short stay motorists to use the car park. Consultees would have the opportunity to comment on the proposed new tariff.

- c) The introduction of loading bays where space is available, subject to detailed scheme design.
- d) The control of motorcycle parking in the CPZ using designated motorcycle bays with a maximum permissible stay, subject to detailed scheme design.
- e) Off-street parking charges and enforcement in Disraeli Road car park operating in conjunction with the CPZ. Monitoring and enforcement of the car park would be provided between 8am and 8pm, from Monday to Sunday.
- f) Making one section of Disraeli Road car park (comprising 56 spaces) available to season ticket holders only during operational controls. This would be aimed at employees that work in the area. This new tariff would be priced at £400 p.a., the permit charge previously approved by Cabinet for car parks elsewhere in the borough.
- g) Making one section of Disraeli Road car park (comprising 18 spaces) available for short stay parking during operational controls. A new tariff would be introduced: free for the first hour; and then £1 per hour, limited to three hours; and with no return within two hours.
- h) Prohibiting overnight parking in the car park, to prevent the car park being used for storing unlicensed vehicles.

3.12 All responses to the consultation will be fully considered before making any changes to on-street and off-street parking controls in the area.

3.13 A review of the scheme would be carried out after 6 months and 12 months following implementation.

4.0 Cashless Parking Schemes

Background

4.1 Ealing Council has successfully introduced cashless parking schemes within their part of the Park Royal industrial area to control demand for commuter parking.

4.2 On 15th December 2014, Cabinet agreed to the introduction of similar schemes at suitable locations within this borough. Two locations were recommended by officers for possible implementation: the North Circular slip road (approx. 100 spaces); and the Park Royal Industrial Estate (approx. 150 spaces).

4.2 By introducing a daily charge and short term parking bays the schemes would aim to: control all day parking; increase the availability of parking bays for short stay business visitors; reduce parking congestion caused by commuters; mitigate against displaced

parking following the introduction of similar schemes by Ealing; reduce vehicle based emissions and improve air quality; and help promote the use of sustainable transport.

Approach

- 4.3 It is recommended that consultation commence on these two pilot cashless parking schemes. The proposed charges would be aligned with those of LB Ealing, which offers an all day tariff of £2.20 from 9 am to 5 pm, Monday to Friday. Short stay parking would also be made available for business visitors, where there is a need. This would be free for up to 2 hours, with no return within 2 hours
- 4.4 To determine the most suitable pilot locations, parking occupancy surveys would be conducted focusing on the areas of highest occupancy. Locations will be considered for inclusion in the pilot scheme based on the following criteria:
- a) Excessive parking congestion;
 - b) Where local businesses would benefit from the availability of short stay business visitor parking; or
 - c) Where alternative public transport options are available nearby.
- 4.4 Consultation would take place with local businesses and stakeholders on the detail of the pilot schemes. All responses to the consultation will be fully considered before taking forward any changes to on-street and off-street parking controls in the area.
- 4.5 Reviews of the scheme will be carried out 6 months and 12 months after implementation. This will consider parking occupancy and any displacement caused through the introduction of these charges.

Timeframe

- 4.6 The table below shows the indicative timeframe for the implementation of the pilot schemes. The timetable assumes that no substantive objections are received. Should substantive objections be received, officers would report back to Highways Committee seeking a decision on whether to progress the schemes.

Activity	Due Date
Highways Committee recommended to endorse the introduction of pilot cashless parking scheme	25 th June
Conduct parking occupancy surveys and identify pilot locations for the schemes	July
Commence consultation	Early August
Complete the 21 day consultation on the introduction of the scheme/s	End August
Complete review of consultation responses	Early September
Delegated authority reports approved (only if there are no substantive objections)	End September
Introduce associated signs and lines	October

5.0 Financial Implications

- 5.1 The estimated cost of introducing a CPZ in the Lower Place Industrial estate and off-street controls in the Disraeli Road car park is £30,000.
- 5.2 The estimated cost of introducing cashless parking schemes in the Park Royal area is £20,000.
- 5.3 It is proposed that both schemes are funded from the Parking revenue budget allocation for sign and road marking reviews.
- 5.4 The schemes would be self-financing following their introduction, with forecast future revenue covering the continuing maintenance and management costs for both on-street controls and the Disraeli Road car park.

6.0 Legal Implications

- 6.1 Should the introduction of parking controls be approved for implementation, this would require the amendment of the existing Traffic Management Order (TMO) under the Road Traffic Regulation Act 1984.

7.0 Diversity Implications

- 7.1 S149 of the Equality Act 2010 requires the Council to have due regard to the need to eliminate discrimination, and advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not.
- 7.2 There are no identified diversity implications arising from this report and its recommendations at this time. However, an Equality Analysis will be conducted after the consultation with all affected stakeholders is carried out. This assessment will be included in the delegated authority decision report for approval by the Operational Director, Community Services.

Background Papers

15th December 2014 Cabinet Report – Changes to Council Owned Car Parks
15th December 2014 Cabinet Report – 2015/16 and 2016/17 Budget Report

Appendices

Appendix A - Lower Place Industrial Estate Parking Occupancy Survey

Contact Officers

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Appendix A - Lower Place Industrial Estate Parking Occupancy Survey

Disraeli Road Area Parking Survey Tuesday 12th May 2015.

Disraeli Road Area Parking Survey Tuesday 12th May 2015.										Time: 7:00- 8:00	
Road Name	Kerb Length (m)	Of which suitable for parking (m)	Equivalent parking spaces	No. of vehicles					Parking Occupancy	Notes	
				Car	LGV	HGV	MB	Total			
Barretts Green Road	N	420	214	43	27	8	0	1	36	84%	
	S	420	118	24	19	3	0	0	22	93%	Two cars observed to be over DK therefore occupancy over capacity.
Corby Road	E	71	15	3	2	0	1	0	3	100%	Cars usually parked on the pavements
	W	71	42	8	10	0	0	0	10	119%	Cars usually parked on the pavements
Disraeli Road	N	193	89	18	12	7	1	0	20	113%	Over capacity explained by one car on DYL and one in front of DK.
	S	193	97	19	16	6	0	0	22	113%	Over capacity explained by one car on DYL and two in front of DK.
Steele Road	E	206	79	16	12	2	0	0	14	89%	Results exclude twelve motorbikes which appeared to be for sale or stored for repair
	W	206	76	15	13	2	0	2	17	112%	Over capacity explained by two cars were parked over DK
Car park				77	73	1	0	0	74	96%	Over capacity explained by three cars on the passages of the car park

Disraeli Road Area Parking Survey Tuesday 12th May 2015.										Time: 12:00- 13:00	
Road Name		Kerb Length (m)	of which suitable for parking (m)	Equivalent parking spaces	No. of vehicles					Parking Occupancy	Notes
					Car	LGV	HGV	MB	Total		
Barretts Green Road	N	420	214	43	24	3	0	1	28	65%	
	S	420	118	24	23	5	0	0	28	119%	Four cars observed to be over DK
Corby Road N	E	71	15	6	8	0	0	0	8	132%	Cars usually parked on the pavements
	W	71	42	17	14	0	0	0	14	83%	Cars usually parked on the pavements
Disraeli Road	N	193	89	18	12	8	0	0	20	113%	Over capacity explained by one car on DYL and one in front of DK.
	S	193	97	19	20	5	0	0	25	128%	Over capacity explained by two cars on DYL and four in front of DK.
Steele Road	E	206	79	16	13	1	0	33	14	89%	Results exclude 33 MB which appeared to be for sale or stored for repair
	W	206	76	15	15	4	0	1	19	125%	Over capacity explained by four cars were parked over DK
Car park				77	81	2	0	0	83	108%	Over capacity explained by six cars on the passages of the car park

Disraeli Road Area Parking Survey Tuesday 12th May 2015.										Time: 17:00-18:00	
Road Name		Kerb Length (m)	of which suitable for parking (m)	Equivalent parking spaces	No. of vehicles					Parking Occupancy	Notes
					Car	LGV	HGV	MB	Total		
Barretts Green Road	N	420	214	43	18	4	0	0	22	51%	
	S	420	118	24	19	4	0	0	23	97%	Two cars observed to be over DK therefore occupancy over capacity.
Corby Road N	E	71	15	6	6	0		0	6	100%	cars usually parked on the road pavement
	W	71	42	18	13	0	0	0	13	74%	cars usually parked on the road pavement
Disraeli Road	N	193	89	18	8	10	0	0	18	101%	Over capacity explained by one car on DYL and one in front of DK. 2 cars were parked on the pavement
	S	193	97	19	17	5	0	0	22	113%	Over capacity explained by one car on DYL and two in front of DK. 5 cars were also parked on the pavement
Steele Road	E	206	79	16	9	0	0	23	9	57%	Results exclude twenty three MB which appeared to be for sale or stored for repair. 19 MB were also parked on pavement
	W	206	76	15	11	2	0	0	13	86%	Over capacity explained by four cars were parked over DK
Car Park				77	61	2	0	0	63	82%	Over capacity explained by four cars were parked within the isle of the car park

