



Highways Committee

Wednesday 16 March 2016 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 - 2
3 Matters arising (if any)	
4 Deputations (if any)	
5 Petition – New Zebra Crossings in Chevening Road and Kingswood Avenue	3 - 12
This report informs the Committee of a petition received from the Al Sadiq & Al Zahra School, Islamia Primary School and Al Ghadeer Nursery requesting the installation of new zebra crossings.	
Ward Affected: Queens Park	Contact Officer: Tony Kennedy, Head of Transportation Tel: 020 8937 5151 tony.kennedy@brent.gov.uk
6 Queens Park Area Parking Congestion Measures	13 - 24
This report seeks approval to formalise a pilot parking initiative trialled in the Queens Park area to help alleviate congestion outside local schools.	
Ward Affected: Queens Park	Contact Officer: Tony Kennedy, Head of Transportation Tel: 020 8937 5151 tony.kennedy@brent.gov.uk
7 Northwick Park car park: season ticket offer	25 - 28
This report proposes to offer a limited number of parking season tickets for the Northwick Park car park in order to raise income to cover the cost of the facility.	

Ward Affected: Northwick
Park

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 will be known upon publication of the Council's annual programme of meetings for 2016/17.



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 Tuesday 20 October 2015 at 7.00 pm

PRESENT: Councillor Southwood (Chair), Councillor Mashari (Vice-Chair) and Councillors McLennan and Moher

Also present: Councillors Long and Perrin

Apologies for absence were received from: Councillor Denselow

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

None made.

2. **Minutes of the previous meeting**

RESOLVED:

that the minutes of the previous meeting held on 25 June 2015 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

None.

5. **Neasden Town Centre – Road Closures for Street Market**

The report from the Chief Operating Officer informed the committee of temporary arrangements for a road closure in Neasden Town Centre between Birse Crescent and the North Circular Road slip road twice weekly on Wednesdays and Saturdays, in order to accommodate the possible temporary relocation of a street market from Church End Car Park during the redevelopment of the Church End Car Park site. The report provided information on studies commissioned by Regeneration and Growth for Neasden Town Centre, a proposed location for a street market and the consultation and legal process.

The Head of Transportation, Tony Kennedy, advised that, following consultation, it was hoped the closures would be in operation early in 2016 ready so that whenever the market was approved, the road closures would be in place. The traffic

management order had been drafted and could be brought into operation 21 days after advertisement.

Members expressed support for the proposal noting it was part of a regeneration strategy to develop the area. It was hoped that the public would soon find alternative routes which would generate footfall and help develop long term prosperity.

In discussion, members raised questions on the market proposals and agreed on the need for discussions to take place with local traders and ward councillors to ensure the area was monitored and kept clear of parked cars. The committee also agreed on the need for a confirmed contractual position on waste and recycling to ensure all areas of the market were properly maintained.

RESOLVED:


- (i) that the Head of Transportation be authorised to undertake in conjunction with the Strategic Director of Regeneration and Growth, a public consultation with local residents and businesses for road closures in Neasden Lane to facilitate a temporary street market;
- (ii) that the Head of Transportation be authorised to undertake statutory consultation for the necessary Traffic Management Order in parallel with the public consultation, to consider any objections or representations to either consultation, and to implement the necessary signing and road markings or to report back to Highways Committee if objections are substantial.

6. **Any Other Urgent Business**

None.

The meeting closed at 7.25 pm

E SOUTHWOOD
Chair

 Brent	<p style="text-align: center;">Highways Committee 16 March 2016</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Queens Park
Petition requesting new zebra crossings in Chevening Road and Kingswood Avenue	

1.0 Summary

- 1.1 This report informs the Committee of a petition received from the Al Sadiq & Al Zahra School, Islamia Primary School and Al Ghadeer Nursery requesting the installation of new zebra crossings.
- 1.2 It provides information on road safety improvements to the local area in recent years and potential future improvements to pedestrian accessibility in the vicinity of the local schools.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition, previous road safety improvements and funding availability.
- 2.2 That the Committee instructs officers to work with the local schools and residents' groups to consider and develop pedestrian accessibility improvements through assessments, and explore future funding opportunities to consult and fund identified improvements.
- 2.3 That subject to securing funding and the outcome of public consultation, the Committee authorises the Head of Transportation to take the necessary steps to implement improvements, subject to addressing or reporting back to the highways committee any substantial objections received during the statutory consultation process.

2.4 That the lead petitioner is informed of the Highways Committee decision.

3.0 The Petition

3.1 On 17th December 2015, the Council received a petition from Mrs Thamer (lead petitioner) a member of Parent Teachers Association on behalf of the Al-Sadiq & Al-Zahra schools

3.2 The petition stated:

“ We undersigned petition to the council to put a Zebra Crossing Area on Chevening Road and Kingswood Avenue, just by Al Sadiq & Al Zahra School, by Hopscotch Nursery and another one by Queens Park. We are asking Brent Council to give consideration, as there are Nurseries (Hopscotch and Al Ghadeer), Primaries Schools (Al Sadiq & Al Zahra and Islamia), Secondary School (Al Sadiq and Al Zahra) and over ground Station (Brondesbury Park) near. It is very difficult for children, parents, elderly, disabled and pedestrians each morning and evening crossing Chevening Road to or from Nurseries, Schools and Stations. These roads are really busy especially morning and evening and drivers sometimes do not acknowledge pedestrian, especially little children who are harder to see. Kingswood Avenue is busy either morning and evening, drivers using it as short cut between Harrow Road A404 and Salusbury Road. To make The Pilot parking scheme safer for every one establishing Zebra Crossing Area, will encourage drivers to slow down so it's safer to cross Queens Park. It is a hazard and something needs to be done, it is extremely stressing situation for the majority of parents.”

3.3 Attached to the petition were letters of support from the Al-Sadiq and Ah-Zahra Schools (see Appendix 1), Islamia Primary School (see Appendix 2) and Al-Ghadeer Nursery (see Appendix 3).

3.4 A total of 138 people signed the petition.

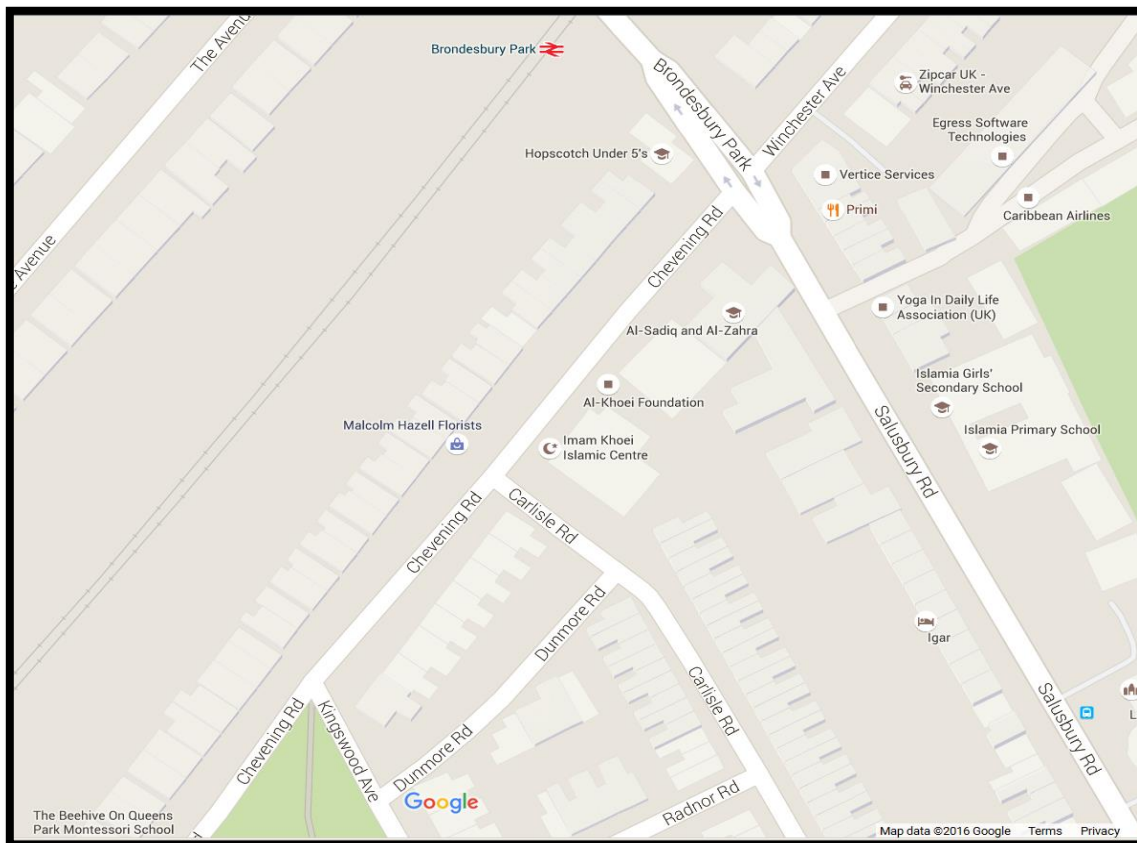
3.5 Officers were not able to verify whether the signatories live within the borough as their addresses were not provided.

3.6 Although we were not able to validate the signatures, in consideration of the number of signatories and local road safety concerns, it was decided by senior officers and Councillor Southwood, Lead Member for Environment that the petition should be considered by the Highways Committee.

4.0 Background

4.1 Al-Sadiq and Ah-Zahra Schools and Al-Ghadeer Nursery are located at 134 Salusbury Road with an entrance on Chevening Road. Islamia School is located at 129 Salusbury Road. Hopscotch Under 5's Nursery is located at 215A Chevening Road (at the junction with Salusbury Road), and Beehive on Queens Park Montessori School is located at 147 Chevening Road (South East of the Junction with Kingswood Avenue).

Figure 1 below shows the location of these schools.



- 4.2 Chevening Road is an unclassified road situated between the junction of Salusbury Road and Brondesbury Park to the East, and Chamberlayne Road to the West. It is a residential street with access to Queens Park. There is a median strip at the junction of Brondesbury Park and Salusbury Road with access into Chevening Road from Brondesbury Park or into Chevening Road from Winchester Avenue and into Salusbury Road from Chevening Road prohibited.
- 4.3 Salusbury Road is a main link between Queens Park Underground Station and Brondesbury Park Station. It is approximately 1 km long and carries high volumes of traffic (approximately 16,300 vehicles per day in June 2012), and it is serviced by buses (route 206).
- 4.4 Salusbury Road has a mix use environment with residential as well as business properties. There are many other amenities present which include churches, a mosque, schools, a library, and local shops.

Road Safety

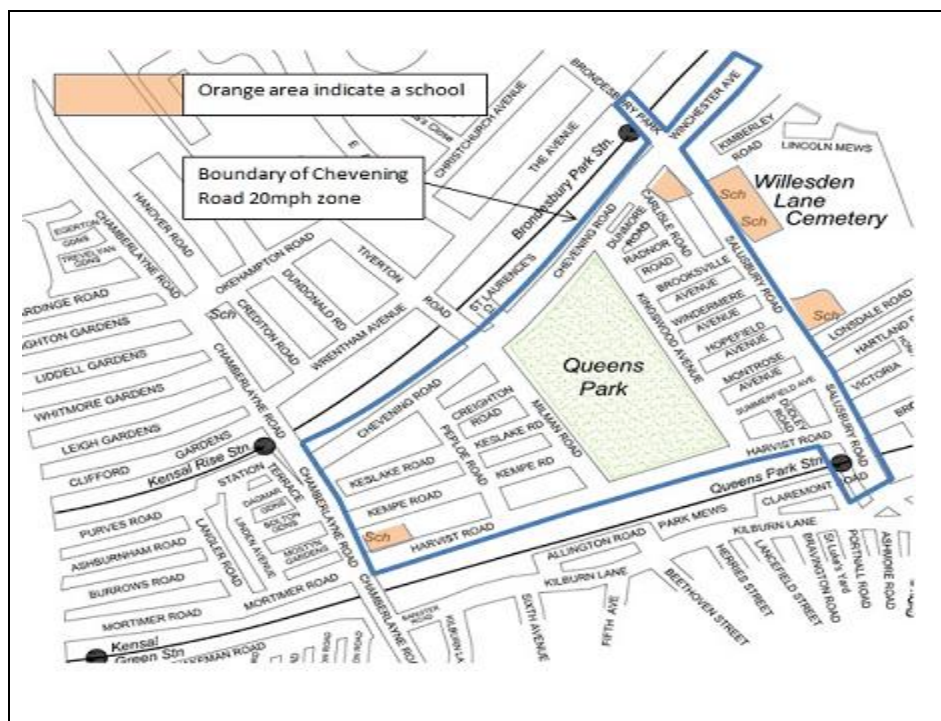
- 4.5 In recent years, various road safety measures have been implemented through the Council's Transport for London funded Local Implementation Plan (LIP) budget allocations to reduce the number of collision accidents in the area. This is the primary source of funding for schemes and initiatives to improve transport

infrastructure and travel behaviour. Section 106 Developer contributions have also been commissioned as a contribution to funding these improvements.

4.6 In 2013/14 the Queens Park Road area 20mph zone was implemented utilising approximately £180,000 of LIP funding. Measures included:

- Speed cushions and sinusoidal road humps in roads that did not have traffic calming measures.
- Introduction of speed tables (replacing existing speed cushions) at (or near), pedestrian crossing locations.
- Introduction of a 20 mph zone to residential roads around the Queens Park area.
- Introduction of 20 mph signs and road markings on Salusbury Road.
- A review of and provision of new signage for the existing 7.5 tonne weight restriction.
- Amendments to small sections of waiting and loading restrictions to improve visibility and road safety.
- A Vehicle Actuated Sign (VAS) to encourage vehicles to travel within the 20 mph speed limit on Salusbury Road.

Figure 2 below shows the extent of the 20mph zone and the location of schools.



4.7 In 2014/15 the Salusbury Road Local Safety Scheme was implemented utilising an allocation of approximately £95,000 of LIP funding and £100,000 of Section 106 agreement developer contributions that were available for the Queens Park area. Measures included:

- Traffic calming features including new speed tables and speed cushions to reduce vehicle speeds and improve road safety.
- Provision of a raised pedestrian crossing at the southern end of Salusbury Road.
- Widening of the pedestrian refuge median strip at the junction of Salusbury Road with Chevening Road.
- Advisory cycle lanes with cycle symbol markings towards Brondesbury Park and Queens Park stations.
- Additional Vehicle Actuated Signs (VAS) to encourage vehicles to travel within the 20 mph speed limit on Salusbury Road.

Accident Reduction

4.8 The Metropolitan Police Service (MPS) collates and processes data about reported personal injury accidents (PIAs) 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 (usually over 3 years) and target accident reduction.

4.9 An assessment of the latest available accident data has been carried out and reports the following for the 3 year period between 1st June 2012 and 31st May 2015 that:

- Chevening Road and Kingswood Avenue had no pedestrian accidents over the 3 years.
- Chevening Road shows 3 accidents near Tiverton Road, 2 involved cyclists and all occurred before completion of the 20mph zone scheme (June 2014).
- Salusbury Road between the Islamia School and Chevening Road junction shows 3 accidents, 2 involved pedestrians. All accidents happened prior to the implementation of safety measures (June 2014).

4.10 A number of vehicle speed surveys have been carried out on Salusbury Road. The results of the most recent survey south of Chevening Road (near Islamia School), carried out in November 2015 identified that average speeds have reduced from 28.3 mph to 19 mph since the scheme was implemented with 85%ile speeds reduced from 32.9 mph to 22 mph. The results indicate that traffic speeds are now within an acceptable tolerance for a 20mph speed limit.

- 4.11 There is no recent speed survey data available for Chevening Road but officers have observed that traffic has slowed considerably since the introduction of traffic calming measures were introduced.

Parking

- 4.12 In early September 2015 in response to requests from local schools and complaints by local residents regarding inconsiderate and illegal parking in the area, the Council introduced a pilot scheme allowing parents and carers taking their children to local schools, to park free of charge in pay and display parking bays on Chevening Road and Kingswood Avenue between 3.00pm and 4.30 pm.
- 4.13 The council's Civil Enforcement Officers have been instructed not to issue Penalty Charge Notices to vehicles parked in these Pay and Display parking bays for the non-payment of parking charges during this time period on school days. Normally the parking bays are enforced when operational between 8.30am and 6.30pm (Monday to Friday).
- 4.14 The pilot scheme is currently being assessed and will be reported to Highways Committee.

5.0 Response to petition

- 5.1 The area has been subject to road safety initiatives in recent years and an analysis of accident data has concluded that the number of personal injury accidents (PIAs) is reducing. Although officers will continue to monitor the accident records for the area, it is unlikely that significant LIP funding for a road safety scheme will be prioritised in view of the positive impact previous measures have had.
- 5.2 Future funding for accessibility improvements may however be available from the School Travel Plan - supporting engineering measures programme. This funding is used to provide accessibility and safety improvements around schools with School Travel Plans, including locations where there are barriers to walking in the borough. A budget allocation of £225,000 is available for 2016/17.
- 5.3 Islamia Primary School still has a school crossing patrol service operating in Salusbury Road which they fund.
- 5.4 The Al-Sadiq and Al-Zahra school and the Islamia Girls High School have School Travel Plans to Gold Accreditation. Islamia Primary School has Bronze accreditation. Accreditations are awarded by Transport for London to schools in the Capital that can demonstrate that their travel plans are live and have resulted in modal shift towards sustainable travel. These schools would therefore qualify for consideration of engineering measures to support their School Travel Plans.
- 5.6 Although funding in 2016/17 has been prioritised to maintain child pedestrian safety at locations where school crossing patrol sites have been deleted, confirmation of measures and costs are yet to be determined. This work will be programmed during the first quarter of 2016/17 including the collation of traffic surveys and assessments to determine the most appropriate measures to install. Once scheme costs are

confirmed we can assess if further work can be accommodated within the 2016/17 programme.

- 5.7 In the meantime Officers will work with the local schools and residents groups to assess the local conditions and develop proposals to improve pedestrian accessibility at the locations contained in the petition.

6.0 Financial Implications

- 6.1 The estimated cost for a scheme to be designed, consulted on and implemented could cost up to £60,000, subject to the final design.

- 6.2 Proposals could be progressed using the £225,000 Transport for London capital budget for 2016/17, subject to sufficient funding being available following the consideration of measures at locations where School Crossing Patrol posts have been deleted. Alternatively, funding will be considered in future years.

- 6.3 There are no implications on the council's revenue budgets arising from this report.

7.0 Legal Implications

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

8.0 Diversity and Equality implications

- 8.1 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.

- 8.2 There are no diversity implications arising from this report and its recommendations at this time. However, an Equality Assessment will be carried out for any future proposals after the consultation with all affected residents, businesses and other stakeholders. This assessment will be included in the Delegated Authority report for approval by the Head of Transportation.

Appendices

A - Letter of support from the Al-Sadiq and Ah-Zahra Schools

B - Letter of support from the Islamia Primary School

C - Letter of support from the Al-Ghadeer Nursery

Background Papers

None

Contact Officer

Sandor Fazekas, Project Development Manager (x5113)

Brent Civic Centre

Engineers Way

Wembley HA9 0FJ

Appendix A - Letter of support from the Al-Sadiq and Ah-Zahra Schools



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

مدارس الامام الصادق والزهاء (ع)
Al-Sadiq and Al-Zahra Schools

30th November 2015

Dear Mr Kennedy

The PTA from our school have applied for a zebra crossing outside the school to ensure safety for the children.

We would be very grateful for an assistance given to them.

Kind Regards

Mrs M Kassam
Secretary

134 Salisbury Road
London NW6 6PF

Tel:
020 7372 6760 - 020 7372 7706

Fax:
020 7372 2752

Email:
alsadiq@btconnect.com

Charity Reg No:
802000

Appendix B - Letter of support from the Islamia Primary School



Islamia Primary School (VA)

129 Salisbury Road London NW6 6PE
Tel: 020 7372 2532 Fax: 020 7372 2425
Website: www.islamiaprimery.org

RE: Zebra Crossing on Chevening Road

Date: 11th December 2015

To Whom It May Concern,

I am writing to express our school's support for a new Zebra crossing on Chevening Road next to Salisbury Road. A significant number of pupils, parents and staff from our school use Chevening Road every day:

- We have 90 children and 10 staff who are based at Winkworth Hall on the corner of Chevening Road (above Hopscotch Nursery). They are required to cross Chevening Road FOUR times a day to and from the main site on Salisbury Road. We have experienced close encounters with on coming vehicles on numerous occasions as there is nothing encouraging vehicles to stop for pedestrians.
- Numerous pupils from the main site on Salisbury Road and their parents use Brondesbury Park Station and cross Chevening Road to access the school.
- Numerous staff, including myself, from the main site on Salisbury Road use Brondesbury Park Station and cross Chevening Road to access the school.

Our staff and parents have contributed to the petition requesting that a Zebra crossing be installed on Chevening Road (near Salisbury Road) as soon as possible to safeguard our pupils, parents and staff.

Yours Sincerely,

Deputy Headteacher

Appendix C - Letter of support from the Al-Ghadeer Nursery

Al-Sadiq & Al-Zahra School
Al-Ghadeer Nursery



مدارس الامام الصادق والزهاء (ع)
روضة الفديير

11th December 2015

Dear Mr Kennedy

Following on from the Parent Teacher Association's application for a zebra crossing outside the school to improve safety for the children, we are requesting you to give serious consideration to this application.

We look forward to your response and thank you advance for your support in this important matter.

With kind regards



Mrs Z Jaffar
Manager


134 Salisbury Road
London NW6 6PF

Tel:
020 7372 8040

Email:
info@alghadeer.co.uk

Web:
www.alghadeer.co.uk

Charity Reg No:
802000

 Brent	Highways Committee 16 March 2016 Report from the Operational Director, Environmental & Employment Services
For Action	Ward Affected: Queens Park
Queens Park Area Parking Congestion Measures	

1.0 Summary

- 1.1 This report seeks approval from the Highways Committee to formalise a pilot parking initiative trialled in the Queens Park area to help alleviate congestion outside local schools.
- 1.2 The pilot has enabled motorists, including parents, to park free of charge in pay and display bays in two roads adjoining Queens Park between 15:00 pm and 16:30 pm.
- 1.3 The report includes data from surveys conducted and observations undertaken to inform the proposal to make this a permanent arrangement.
- 1.4 Officers view the pilot to be a success in alleviating some of the congestion and illegal parking experienced in close vicinity to the schools. Officers will draw on the lessons learned from this initiative to inform future methods used to encourage parents not to park in the immediate vicinity of schools when taking or collecting their children.
- 1.5 The aim is to address road safety concerns and not to reward parents that drive to school.

2.0 Recommendations

- 2.1 That Highways Committee approves the proposal to proceed to formal consultation on making parking free in the pay and display bays in Chevening Road and Kingswood Avenue, adjacent to Queens Park, between 15:00 pm and 16:30 pm.

- 2.2 That officers report the feedback from consultation to a future Highways Committee.
- 2.3 That Committee notes the results of the surveys and observations which demonstrate that the scheme has mitigated, in part, the problem of traffic and parking congestion in the vicinity of the participating schools.
- 2.4 That the schools are informed of the decision and encouraged to continue to promote more sustainable travel to school, and legal parking by parents dropping off and collecting children.
- 2.5 That Queens Park Residents Association (QPARA) be informed of the Highways Committee decision, and advised procedures have been put in place to ensure residents are consulted upon during future pilot initiatives.
- 2.6 That the potential for free use of pay and display bays at school closing time be considered as a potential option for addressing parking congestion around other schools, where appropriate and in the light of local circumstances.

3.0 Background

- 3.1 The council has received a number of complaints from local residents regarding parking obstruction and traffic congestion in the Queens Park area, due to illegal parking by parents and carers waiting to collect their children from local schools.
- 3.2 In order to identify ways of reducing these problems, a study was conducted in the Queens Park area. Officers identified that the pay and display bays, adjacent to Queens Park, in Chevening Road and Kingswood Avenue, have very low occupancy levels during school dispersal times.
- 3.3 To help reduce congestion a pilot parking initiative was introduced in September 2015 which, in practical terms, allowed motorists to park free of charge in the pay and display bays in Chevening Road and Kingswood Avenue, between 15:00pm and 16:30pm. The pilot scheme was designed to attract parents away from the vicinity of the schools and into the under-used bays adjacent to Queens Park.
- 3.4 There is a case that parents should, as a matter of principle, pay to park in the area, to contribute towards the costs of managing and enforcing the CPZ. However, officers feel that in practice the re-imposition of charges in these pay and display bays would lead to the majority of parents returning to park illegally in the immediate vicinity of the schools, rather than pay to park. Additional income would be negligible and the positive impact of the pilot scheme would be eliminated.
- 3.5 Consideration has been given to an option of introducing a formal 'season ticket' permit for parents to allow parking in the pay and display bays between 3 pm and 4.30 pm. The cost of such a permit could be benchmarked against the cost of an annual Visitor Household permit. Cabinet is being asked to consult on an annual charge of £165 for the Visitor Household permit, and its proposed replacement, the

Carers permit. A local parents' permit would only be used during term time so an annual charge of £120 might be appropriate to cover ongoing management and enforcement costs.

3.6 There is some doubt over whether a bespoke permit would have a viable take up. The introduction of a paid-for permit would be seen by parents as the re-introduction of charging via a different route; parking in the bays adjacent to Queen's Park would no longer be free, and marketing the location would be more challenging; parents are typically at the wheel of the car – those without a permit may drive away if a CEO approaches to enforce, and avoid paying. Other parents may prefer to just pay the 20p charge for 15 minutes pay and display parking, plus 10 minutes observation time, on an ad hoc basis. Others would return to parking illegally in the immediate locality of the schools, exacerbating the problems faced by residents and visitors.

3.7 In conclusion it is felt more likely that introduction of a localised parents permit would be unlikely to recover costs, and this would effectively add a burden to the parking account rather than contributing to the costs of management and enforcement.

3.8 Although the main problems identified were in the vicinity of Carlisle Road, it was agreed that all schools in the area should be involved to make the maximum impact on excessive parking demand in the wider local area. The following four local schools were invited to participate in the pilot scheme:

- Al Sadiq and Al Zahra – an independent faith school (Muslim) for primary and secondary age pupils, located next to the Imam Khoei Islamic centre, Chevening Road NW6
- Islamia Primary – a voluntary aided faith (Muslim) school, Salusbury Road NW6
- Islamia Girls School – a voluntary aided faith (Muslim) girls secondary school, Salusbury Road NW6
- Salusbury Primary - a community primary school, Salusbury Road NW6

3.9 All of the above schools have received independent accreditation from Transport for London for their Travel Plan, in recognition of their commitment to reducing congestion outside their school and the promotion of sustainable transport modes. The schools have the following travel plan status:

Islamia Primary	Bronze
Al Sadiq & Al Zahra	Silver
Islamia Girls	Gold
Salusbury Primary	Gold

3.10 The schools have been promoting their travel plans on a regular basis and are encouraging parents to switch to more sustainable travel modes, including 'park and

walk'. This supports the council's approach of persuading parents, who do continue to drive, to park legally away from the immediate vicinity of schools; with pupils walking the last 5 to 10 minutes of their school journey. This mode of travel is also one of the survey categories included in school travel plans, and participation is monitored on an annual basis by schools conducting a survey with their pupils. This method of collating data is stipulated by Transport for London and the same for all London Boroughs.

- 3.11 The pilot scheme was originally introduced for the 2015 autumn term, but following requests from the participating schools, it was extended until February 2016 half-term, and subsequently to the Easter break, to provide an opportunity for additional data to be collected before a formal view could be reported to Members.
- 3.12 Officers acknowledge they failed to include local residents and QPARA when considering the pilot scheme. Following complaints from local residents about the lack of consultation it was agreed that officers would meet with residents and school representatives.
- 3.13 A meeting was held on 20 January 2016 to discuss the effectiveness of the initiative and next steps. This was attended by LB Brent officers, ward councillors, QPARA members and school representatives. Islamia Girls School did not attend and have not participated in the pilot. During the meeting the lack of consultation with local residents was discussed and it was agreed that more data and surveys were required to show whether the pilot is meeting its objectives. A joint site visit was subsequently arranged with Brent officers and QPARA.
- 3.14 The joint site visit was held on 29 January with QPARA representatives and officers from the Parking and Transportation teams present. The survey data was circulated on 12 February; this included data on pupils' modes of travel to school and information on parents' parking arrangements.
- 3.15 Following the meeting a suggestion was made that parents could be issued with different colour cards to identify that their vehicle was parked whilst collecting children, and the associated school. However producing and issuing such cards manually would be resource intensive, and use of the cards would be difficult to control. In the past such 'informal permits' have proven difficult to track or enforce, and they would be likely to proliferate if perceived to offer parking rights. If on the other hand such cards were only used for the purpose of data gathering, many parents would not perceive any advantage in displaying the cards and data collection would be unreliable at best.
- 3.16 Although QPARA feel parents should pay to park to contribute towards the CPZ costs, the officers feel this may reduce the positive impact of the scheme, as some parent may choose to park nearer the school rather than pay charges. This pilot is not seen as a reward for bad parking behaviour but as a possible solution to address serious concerns about child safety.
- 3.17 A subsequent meeting is to be arranged regarding Winchester Avenue and problems caused by parents collecting students from the Islamia Girls school as

they are not promoting the free parking and did not send a representative to the meeting on 20 January.

4.0 Results of surveys and observations

- 4.1 Data from the pupils' modes of travel surveys (Appendix A) indicates that more pupils in two of the three schools surveyed are now travelling to school by 'park and walk', compared to the position before the pilot initiative was introduced: Al Sadiq and Al Zahra have shown an increase of 38; and Salusbury Primary an increase of 138.
- 4.2 The net increase of 172 in the number of pupils parking and walking, from all the surveyed schools, supports the conclusion that there has been a positive impact from the initiative and the effort made by schools to promote the pilot scheme. In the parents' survey, 159 responders said they used the parking bays in Chevening Road and Kingswood Avenue on a regular basis.
- 4.3 Many families whose children attend local schools, in particular the Islamic schools, live quite some distance away. Car travel to school is significantly higher in this area than is typical for Brent. The number of pupils saying they come to school in a car with a sole passenger has increased by 55 at Al Sadiq and Al Zahra, 89 at Islamia Primary, and 27 at Salusbury. This is mainly due to the schools expanding and demonstrates a continuing risk of the parking problems in the vicinity of the schools being exacerbated, if cars currently using the pilot scheme bays were to return to parking directly outside the schools.
- 4.4 The parents' survey (Appendix B) demonstrates that all 133 parents who commented wanted the scheme to continue. Only 7 parents said they had been prompted to begin driving to the school as a result of the scheme.
- 4.5 37 of the parents now using the free parking bays admitted to parking illegally in residential bays near the schools before the pilot scheme began. It is likely that the actual number would have been higher as parents are often reluctant to admit that they have parked illegally in the past.
- 4.6 Officers from the Parking team carried out two visits during the week commencing 8 February 2016 to observe the use of the parking bays. If occupancy at 4.15 pm is taken as a baseline, the figures set out below suggest that at least 20 parents used the bays in Chevening Road and at least 34 those in Kingswood Avenue. The number of parents using the bays would probably be greater than this, due to the turnaround in the usage of these bays between 3.30 pm and 4 pm as parents arrive, collect children, and then leave. This is a marked contrast with the occupancy of these bays prior to the introduction of the pilot scheme.

Summary of findings

Chevening Road

3:00pm: 23 vehicles present

3:40pm: 30 vehicles present

4:15pm: 10 vehicles present

Kingswood Avenue usage observations

3:15pm: 81 vehicles present

3:40pm: 90 vehicles present

4:15pm: 56 vehicles present

5.0 Enforcement

- 5.1 The council will continue to enforce the locality of the schools in this area. Deployment of CEOs is governed by the schools deployment plan covering the whole borough, issued to Serco, the enforcement contractor.
- 5.2 Clearly issues of illegal parking in the vicinity of these schools will continue, even if the pilot scheme is extended to a permanent arrangement. There are practical challenges commonly faced in undertaking enforcement outside schools. Waiting parents are typically at the wheel of their car, and if illegally parked they often drive away before a Civil Enforcement Officer (CEO) can issue a Penalty Charge Notice (PCN). This behaviour has also been observed in this locality by parking client officers and by residents. The council can only use CCTV for enforcement on school zig-zag Keep Clear markings, following restrictions introduced by the Deregulation Act 2015. The period between 3 pm and 4.30 pm is the busiest period of the day for parking enforcement, and CEOs need to be deployed to cover all Brent schools. The resources which can be dedicated to parking enforcement in the Queens Park area are necessarily limited.
- 5.3 In general the parents who have consistently used these bays are those who are most committed to parking legally and co-operating with their school's travel plan. If the option were to be withdrawn these parents may be discouraged in future, as they could perceive that they are being given no more options than those parents who have continued to park illegally.
- 5.4 The high level of infringements in the area make it a high priority to deploy CEOs to the immediate vicinity of schools at closing time. It is unlikely therefore that CEOs could be deployed regularly to enforce the pay and display bays in Chevening Road and Kingswood Avenue at these times; few vehicles use these bays at this time and contraventions are at a very low level.

6.0 Financial Implications

- 6.1 Prior to the pilot parking scheme the income from these parking bays was nominal. Therefore the implication of the proposal in this report will not have material financial implications to the Council.

7.0 Legal Implications

7.1 In accordance with the Traffic Management Act 2004, the Secretary of State's Statutory Guidance to local authorities on the civil enforcement of parking contraventions stipulates:

- *Enforcement authorities should aim to increase compliance with parking restrictions through clear, well designed, legal and enforced parking controls. Civil parking enforcement provides a means by which an authority can effectively deliver wider transport strategies and objectives. Enforcement authorities should not view it in isolation or as a way of raising revenue.*
- *Enforcement authorities should design their parking policies with particular regard to: • managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty⁴; • improving road safety; • improving the local environment; • improving the quality and accessibility of public transport; • meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and • managing and reconciling the competing demands for kerb space.*
- *For good governance, enforcement authorities need to forecast revenue in advance. But raising revenue should not be an objective of civil parking enforcement, nor should authorities set targets for revenue or the number of Penalty Charge Notices they issue*

8.0 Diversity and Equality implications

8.1 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.

8.2 There are no diversity implications arising from this report and its recommendations at this time. The initiative has been successful in providing an opportunity for parents and carers, at both Salusbury Primary School and the Islamic schools, with an opportunity to park legally whilst collecting their children. This report is accompanied by an Equalities Analysis - see Appendix C.

Appendices

Appendix A – Pupils' modes of travel survey data

Appendix B – Parents' parking survey results.

Appendix C – Equalities Analysis

Background Papers

None

Contact Officers

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Tony Kennedy, Head of Transportation (x5151)

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Appendix A- Pupils' modes of travel survey data

Al Sadiq and Al Zahra

	Car	Car share	Bus	Sch bus	Rail	Tube	Cycle	Walk	Park & walk	other	total
2016											
Number	155	101	10	0	24	31	8	16	43	0	357
%	39%	26%	3%	0%	6%	8%	2%	4%	11%	0%	99
2015											
Number	100	90	50	1	50	0	10	38	5	0	344
%	29%	26%	15%	0%	15%	0%	3%	11%	1%	0%	100

Islamia Primary

	Car	Car share	Bus	Sch bus	Rail	Tube	Cycle	Walk	Park & walk	other	total
2016											
Number	184	69	36	0	21	0	4	59	20	59	452
%	40%	15%	8%	0	5%	0	1%	13%	4%	13%	99%
2015											
Number	95	39	58	0	0	0	36	138	24	0	390
%	24%	10%	15%	0%	0%	0%	9%	35%	6%	0%	99%

Salisbury Primary

	Car	Car share	Bus	Sch bus	Rail	Tube	Cycle	Walk	Park & walk	Other scooter /buggy	total
2016											
Number	47	5	28	1	22	10	66	267	138	76	660
%	7%	1%	4%	0%	3%	2%	10%	40%	22%	11%	100%
2015											
Number	20	0	16	0	5	0	30	585	0	0	656
%	3%	0%	2%	0%	1%	0%	5%	89%	0%	0%	100%

Parents Parking Survey

How often on average do you use the free parking on Chevening Road or Kingswood Avenue?

Days per week	Al Sadiq and Al Zahra	Islamia Primary	Salisbury
1 - 2	5	26	11
3 - 4	6	8	10
5	95	58	6
Total	106	92	27

What did you do before free parking was introduced?

	Al Sadiq and Al Zahra	Islamia Primary	Salisbury
Park in pay and display near school	61	45	9
Park in residents bay near school	20	11	6
Park near school but not in P & D or residents bay (on yellow lines)	10	11	5
Did not bring car (walk, bike or public transport)	0	6	4
Park on Chevening Road/Kingswood Ave	15	9	3
Total	106	15	27

Have you started driving to school as the result of free parking?

	Al Sadiq and Al Zahra	Islamia Primary	Salisbury
Yes	5	45	2
No	101	47	25

Do you want the free parking to continue?

	Al Sadiq and Al Zahra	Islamia Primary	Salisbury
Yes	106	92	27
No	0	0	0

Appendix C

Equalities Analysis

Queens Park Area Parking Congestion Measures

Department Person Responsible

Environment and Neighbourhood Services Debbie Huckle

Created Last Review

17th February, 2016 17th February, 2016

Status Next Review

Mapped 17th February, 2017

Screening Data

1. What are the objectives and expected outcomes of your proposal? Why is it needed? Make sure you highlight any proposed changes.

The proposal is to allow parents/guardians from local schools in the Queens Park area NW6 to park in the pay and display bays free of charge during afternoon dispersal times (15:00 to 16:30pm).

This is required to improve safety outside the schools by reducing congestion caused by parents parking directly outside the school on school entrance markings or resident only bays.

These proposals will change the current arrangements of paying to park during the hours stipulated above

2. Who is affected by the proposal? Consider residents, staff and external stakeholders.

The proposals will affect all parents/guardians that come by car to collect pupils from the schools in the Queens Park area.

Local residents may also be affected as more cars will be parked in the pay and display bays in Chevening Road and

Kingswood Avenue although these bays previously had very low occupancy levels during these times.

Serco our parking enforcement contractor is aware of the proposals and can inform all concerned not to issue tickets during the times of free parking

3.1 Could the proposal impact on people in different ways because of their equality characteristics?

No

If you answered 'Yes' please indicate which equality characteristic(s) are impacted

3.2 Could the proposal have a disproportionate impact on some equality groups?

No

If you answered 'Yes', please indicate which equality characteristic(s) are disproportionately impacted

3.3 Would the proposal change or remove services used by vulnerable groups of people?

No

This proposal does not change or remove services used by vulnerable groups, it seeks to improve services available for parents/guardians that come by car to collect pupils from school

Parent/guardians with a disability/blue badge will still be able to park where they previously did

Pregnant mothers that may have previously walked due to the financial implications of parking in the area will now be able to use the free parking facility

Parent/guardians that feel insecure about using public transport due to their religion/beliefs will be able to access the proposed parking offer which will reduce anxiety whilst planning the school journey

As the proposal is for schools this will increase services available to all young people attending the schools

3.4 Does the proposal relate to an area with known inequalities?

No

The free parking will be available for everyone irrespective of their equality group
Two of the three schools in the area are faith schools (Muslim) and this will have a positive effect on this equality group

3.5 Is the proposal likely to be sensitive or important for some people because of their equality characteristics?

No

If you answered 'Yes', please indicate which equality characteristic(s) are impacted

3.6 Does the proposal relate to one of Brent's equality objectives?

No


The proposal relates to improving safety and congestion outside the schools, this will have a positive impact on health as air quality outside the schools will improve due to less cars parked with engines running and pupils walking to the allocated bays.

Recommend this EA for Full Analysis?

No

Rate this EA

N/A

 Brent	Highways Committee 16 March 2016 Report of Head of Parking and Lighting
For Decision	Wards Affected: Northwick Park
Northwick Park car park	

1. Summary

- 1.1 Income from Northwick Park car park is not covering the cost of the facility, which is the expectation set by Cabinet. The report proposes to offer a limited number of parking season tickets for the Northwick Park car park. This will contribute to achieving the income target for the car park, whilst protecting the availability of spaces for park users.

2. Recommendations

That Highways Committee agrees:

- 2.1 To authorise statutory consultation on the introduction of limited season ticket parking for Northwick Park car park, as set out in paragraph 3.7; and
- 2.2 To delegate authority to the Operational Director (Environment and Employment Services) to implement the season ticket parking scheme for Northwick Park Car subsequently with any minor alterations; following consultation with ward Members and the Lead Member for the Environment; and to make any necessary subsequent amendments to existing Traffic Management Orders.

3.0 Northwick Park Car Park

- 3.1 Northwick Park car park is sited within the boundary of Northwick Park. The car park has capacity for 96 vehicles, and is primarily intended to facilitate parking for those using the park and sports fields. The facility is close to Northwick Park Hospital, the University of Westminster, and Northwick Park Underground station.
- 3.2 In 2014, the Council responded to complaints from users of the car park that they were frequently unable to find a parking space on weekdays, due to intensive commuter parking.

- 3.3 On 15th December 2014 Cabinet agreed to the introduction of parking controls and charges at the car park between 8am and 6pm, Monday to Friday, with a forecast annual income target of £27k to cover costs. Controls and charges were formally introduced on 16th March 2015, using a cashless parking tariff. To meet the needs of park users, this is free for the first three hours of parking provided that users register their vehicle at the time of arrival at the car park. For commuters, an all-day flat fee of £3 is now charged. This has substantially reduced parking by commuters and hospital visitors, and freed up spaces for users of the Council's sports facilities. There has however been some displacement of commuter parking on to nearby residential roads.
- 3.4 Currently the car park averages 10 paid and 15 free parking sessions each day. On no occasion have more than 30 free parking sessions ever been booked in a single day. The data clearly shows that significant spare capacity now exists at Northwick Park car park.
- 3.5 Assuming current occupancy levels remain constant, the car park would generate £7k gross income per annum. In order to meet costs of managing and enforcing the facility, the income projection agreed by the Council in December 2014 was £27k per annum. This leaves a projected £20k per annum shortfall; and income from the car park would not cover its costs. The Council's Long Term Transport Strategy and the Parking Strategy do not support subsidised parking for private car users, as this would discourage the use of more sustainable modes of travel.
- 3.6 The following three options have been considered, in order to increase the income generated by the car park and achieve the necessary £27k per annum:
- Option 1: Replace the free parking for the first three hours with a charge
 - Option 2: Stop parking enforcement activity at the car park, to reduce costs
 - Option 3: Introduce a capped number of season tickets

Option 1 - Replace the free parking for the first three hours with a charge

- 3.7 A charge of £1.50 for the first three hours could generate additional income of £5k per annum, assuming occupancy levels do not decline. However such a charge could deter some potential users from visiting the park. It is also likely to lead to further parking displacement onto nearby residential roads. This option is not recommended.

Option 2 - Stop parking enforcement activity at the car park, to reduce costs

- 3.8 Very few PCNs are currently issued at Northwick Park car park. The Parking service commissions the parking enforcement contractor to carry out a fixed number of enforcement hours each year, using Civil Enforcement Officers. If Civil Enforcement Officers were to be redeployed from the car park to other locations elsewhere within the borough, they could be expected to achieve a target issuance rate of 1.16 PCNs per hour. This could lead to additional enforcement income of up to £15k p.a. However, there would be significant risks associated with stopping parking enforcement activity. Motorists may stop paying parking charges, as the threat of receiving a Penalty Charge Notice would no longer exist. Over time commuters could

be expected to return to the car park, crowding out park users, as was the situation prior to 2015. This option is not recommended.

Option 3 - Introduce a capped number of season tickets

- 3.9 Given the significant level of spare capacity at this car park and the desire to reduce the number of vehicles parked in nearby residential roads, an annual car park season ticket could be introduced. It would be competitively priced at £400 p.a., and be valid for use during the operational hours: 8am to 6pm; Monday to Friday. Less expensive three month and six month options would also be available, priced at £100 and £200 respectively. The season ticket would primarily be aimed at staff who work at the hospital. The proposed cost would be equivalent to a daily price of approximately £1.70, representing better value than the current £3 daily tariff. The volume of season tickets available would be capped at 50, in order to ensure that sufficient capacity is always available for users of the park and sports facilities. If we were to achieve sales of 50 season tickets, this would eliminate the current shortfall in income. To implement it would require statutory consultation on the proposed amendment to the relevant Traffic Management Order. This is the recommended option.
- 3.10 Officers will continue to monitor operational usage of the Northwick Park car park in case further changes need to be considered.

4.0 Financial Implications

- 4.1 The income target for Northwick Park car park is £27k per annum. If this proposal is agreed, the estimated income of £20k from the introduction of the proposed annual season ticket will contribute towards achieving the targeted income agreed by Cabinet.

5.0 Legal Implications

- 5.1 Traffic Management Orders are made under the provisions of Schedule 9 to the Road Traffic Regulation Act 1984 as amended. The proposed amendments shall be made to the Brent (Off Street Parking Places) Order. Regulation and enforcement of the traffic management order is carried out pursuant to the provisions of the Traffic Management Act 2004. Officers will consider any objections, in consultation with the Cabinet Member (Environment) and local ward Members, before a decision is taken on amending the formal Traffic Management Order.

6.0 Diversity Implications

- 6.1 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. No adverse equality impacts have been identified in the proposal to introduce a limited number of parking season tickets at Northwick Park car park.

Background Papers

15th December 2014 Cabinet report – ‘Changes to Council owned car parks’
15th December 2014 Cabinet report – ‘Budget 2015/16 and 2016/17’

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