



Brent

Highways Committee

Wednesday 25 January 2017 at 7.00 pm

Board Room 2 - Brent Civic Centre, Engineers Way,
Wembley HA9 0FJ

Membership:

Members

Councillors:
Southwood (Chair)
Tatler (Vice-Chair)
Farah
Hirani
W Mitchell Murray

Substitutes:

Councillors: Butt, McLennan and Miller

For further information contact: Tom Welsh, Governance Officer
020 8937 6607, tom.welsh@brent.gov.uk

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

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 Apologies for Absence and Substitutions (where applicable)

To receive any apologies for absence and substitutions from Members.

2 Declarations of Interests

In accordance with the Members' Code of Conduct, Councillors are invited to declare any disclosable pecuniary interests, or other interest, and the nature of it, in relation to any item on the agenda.

3 Minutes of the Previous Meeting 1 - 4

To confirm as a correct record, the attached minutes of the meeting of the Highways Committee, held on 26 October 2016.

4 Matters Arising (If Any)

To address any matters arising (if any).

5 Deputations (If Any)

To hear any deputations received from members of the public in accordance with Standing Order 60.

6 Medway Gardens Petition 5 - 14

This report discusses a petition received from residents of Medway Gardens in Sudbury regarding the proposed pavement reconstruction. The work was postponed pending the hearing of the petition.

Ward Affected: Sudbury

Contact Officer: Tony Kennedy, Head of Highways and Infrastructure

Tel: 020 8937 5151

tony.kennedy@brent.gov.uk

7 **Wembley Stadium Protected Parking Scheme, and Associated Controlled Parking Zones (CPZs): Off Peak Visitor Permits** 15 - 24

Some outstanding Executive decisions from 2013, relating to the Wembley Event Day zone (including implications for visitor permits in CPZs W zone, E zone and T zone used during *off* peak parking hours) have not yet been implemented. This briefing paper identifies the Executive decisions, the decision making rationale at the time and the current context, and seeks a decision from Highways Committee on how to proceed. The report also provides a progress update on implementing Executive-agreed changes to business permits.

Ward Affected: Alperton;
Stonebridge;
Tokyngton;
Wembley
Central

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 Head of Executive and Member Services 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 27 March 2017.



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 Wednesday 26 October 2016 at 7.00 pm

PRESENT: Councillor Southwood (Chair), Councillor Mashari (Vice-Chair) and Councillors Farah, Hirani and W Mitchell Murray

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

None.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 16 March 2016 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

None.

5. **Cycle parking**

Members considered a report that informed of current cycle parking arrangements, types of equipment provided and of levels of demand from residents. The report also provided information on the trial of bike hangars in Brent as a potential measure to provide secure cycle parking for residents that did not have suitable space to store their bikes at home.

Councillor Southwood, Chair, gave a brief overview of the Council's Cycling Strategy 2016-2021 which set out the Council's aspiration to encourage and support cycling in the borough. The strategy's specific objectives were informed by a two stage public consultation process that engaged Brent residents and other stakeholders regarding their views and priorities on cycling in the borough.

Sandor Fazekas (Project Development Manager) in setting the background to the strategy stated that since 2014 there had been numerous requests for bike hangars from residents in the borough that had difficulty storing their bikes at home. Following increasing numbers of requests and to learn how bike hangars could potentially benefit residents in Brent, six bike hangars were installed as a pilot

scheme, on the public highway and Brent Housing Partnership locations, in Kilburn, Brondesbury Park, Kensal Green and Dollis Hill wards during 2015/2016. Funding for these bike hangars was allocated by Transport for London through the Borough Cycling Programme and locations chosen, applying a set of different criteria that varied according to the nature of the proposed sites.

He continued that the bike hangars were installed in January and February 2016 through the Borough Cycling Programme. A three year maintenance contract was also funded to encourage uptake and modal shift and spaces in the hangars were offered to local residents following a list of prioritisation criteria. Under the agreement Cycle Hoop would provide a management and maintenance service for the bike hangars including rental agreement, allocation of spaces and liaising with Council or housing association. Members heard that in order to encourage uptake residents would only be charged £36 (including VAT) per annum per space for the period under the maintenance contract. After 3 years, the costs will rise to £72 (including VAT) per annum per space.

In the ensuing discussion, members raised questions about the provision of bike hangars on station railings which often resulted in clutter and friction between users. Members also sought clarifications on the arrangements that could be put in place when existing bike hangar user moved house and no longer required the hangar or instances of possible misuse. Officers clarified that thus far, there had been no reported issues of misuse of the bike hangars and that if spaces become vacant this would provide other residents with an opportunity to use the hangars the discount would be transferable. Also, that the bike hangar scheme is principally aimed at residents and funding is available within other improvement scheme budgets to provide ample cycle parking, for example near stations. It was added although terms and conditions would apply, the possibility of new residents in getting a new bike hangar space would depend on availability of hangars, as the scheme was demand led.

In reference to the financial implications, the Chair expressed a view that the 100% increase in charges when the subsidy ended after the 3 year contract period could come as a shock to some of the users and in bringing the discussion to an end the requested officers to explore flexibility in the pricing system whereby the discount could be lower for a longer period, thus reducing the extent of the increase when the subsidy period expired.

RESOLVED:-

- (i) that the contents of the report and current cycle parking arrangements in the borough be noted;
- (ii) that the type of cycle parking facilities that are provided be approved;
- (iii) that the outcome from the bike hangar trial be noted and the prioritisation process detailed in the report be approved;
- (iv) that the continued delivery of the cycle parking programme be authorised, subject to funding availability.

6. **Wembley freight retiming pilot**

The Committee considered a report that provided information on the investigation of measures that would mitigate the predicted increase in freight traffic in the Wembley area and contribute towards meeting the objectives of improved air quality, safer roads and better access for active travel modes (walking and cycling).

Sandor Fazekas (Project Development Manager) informed the Committee that the Wembley freight retiming pilot project was developed with Transport for London's (TfL's) Freight and Fleet team with the aim of reducing the number of peak-time delivery trips to a specific area of Wembley adjacent to the regeneration area. Wembley Park was chosen as the sample area for phase 1 of the pilot as it contained a large variety of businesses and other uses including schools and residential units. However, due to the small number of businesses indicating that they would be willing to participate, it was not felt that the trial could go ahead in its original format as it would not generate sufficient measurable benefit. Further options were explored to progress to phase 2 for a trial period of 3 months. TfL would provide the funding for phase 2 which would include identifying and implementing opportunities for retiming deliveries and servicing activity.

A key element of the next phase of work would be engagement with residents regarding complaints of excessive noise. It is hoped that a collaborative approach aimed at generating buy-in from residents and businesses to achieve a common goal would help to address noise concerns and enable the trial to be implemented successfully. The pilot which represented the first project of this nature to take place in London would provide an opportunity to generate a blue print for further schemes. Following implementation of the trial a report setting out the full findings would be submitted to Highways Committee.

Whilst welcoming the report, members noted the increase in noise complaints from residents as a result of deliveries to ASDA, Wembley Park and asked that measures be taken to minimise or reduce noise to the area. They also requested officers to continue with their regular meetings with Quintain Estates and Development to stem up participation by businesses within the London Designer Outlet (LDO). Members also expressed a view for the pilot to include construction traffic and for officers to capture residents' experiences outside of the proposed timings of 10:00pm to 6:00am. Officers were requested to scope the above and share them with members of the Committee through the Chair.

RESOLVED:-

- (i) That the outcomes following the first phase of the project and the commencement of the trial be noted;
- (ii) that outcomes from the trial be reported to the Highways Committee at a future date.

7. **Any Other Urgent Business**

None.

8. **Date of Next Meeting**

Members noted that the next meeting would be held on 25 January 2017.

The meeting closed at 7.40 pm

E SOUTHWOOD
Chair



Highways Committee 25 January 2017

Report from the Strategic Director of Regeneration and Environment

For Action

Wards Affected: ALL

Medway Gardens Petition

Forward Plan Ref:

1.0 Summary

- 1.1 In common with other Highway Authorities, Brent has an increasing highway maintenance requirement. The backlog is currently estimated in Brent at £100m, and more defects are appearing year on year. Against this, public expectations are rising with more customer reports of highways defects every year asking for these to be repaired.
- 1.2 On 23rd May 2016, the Council Cabinet approved the programme of an additional £2m investment in highways infrastructure, the aims of which included achieving greater equality in condition between pavements and roads; reducing the amount of expensive reactive repairs and increasing the amount of cost-effective programmed maintenance
- 1.3 Accordingly, the Council Cabinet approved pavement slabs being replaced with asphalt, which will help to make pavements more resilient and durable, and fit for purpose for the demands of today.
- 1.4 The footway reconstruction of Medway Gardens had been identified as part of the additional investment programme. The Council received a petition on 26th October from residents in Medway Gardens regarding the works, which were postponed pending the hearing of the petition.
- 1.5 The petition states” *We the undersigned demand that Brent council halt the “planned improvements” to Medway gardens, due to commence on the 24th October 2016. Brent Council has not given residents adequate, or any notification of the materials to be used. This risks undermining the distinctive character of the area as well as durability and safety of the proposed material. We further ask that prior to any work being commenced, that a meaningful consultation be held with the residents and their representatives.”*

2.0 Recommendations

- 2.1 That the Committee notes the petition from residents in Medway Gardens Sudbury regarding the proposed pavement reconstruction, received by the Council on 26th October.
- 2.2 That Medway Gardens pavement reconstruction goes ahead with asphalt used in between concrete block areas at dropped crossings and street corners.

- 2.3 That the Committee notes petitions concerning the use of asphalt are not required under the council's standing orders to be considered by the Committee.

3.0 Background

The Highway Maintenance Backlog

- 3.1 Our highways infrastructure (including roads and pavements) is the asset most used by the public and the most visible. In common with other Highway Authorities, Brent has an increasing maintenance requirement which cannot be met through a standstill budget. The maintenance backlog is currently estimated in Brent at £100m, and more defects are appearing year on year. Against this, public expectations are rising with more customer reports of highways defects every year asking for these to be repaired.

Increased Investment and a more cost-effective approach

- 3.2 An increase in the level of investment to maintain the highway network was required to respond to public concerns, make it safer and fit-for-purpose, and to improve public satisfaction. Accordingly, on 23rd May 2016, the Council Cabinet approved the programme of an additional £2m investment in highways infrastructure
- 3.3 The aims of the additional investment included achieving greater equality in condition between pavements and roads; and reducing the amount of expensive reactive maintenance and increase the amount of cost-effective programmed maintenance.

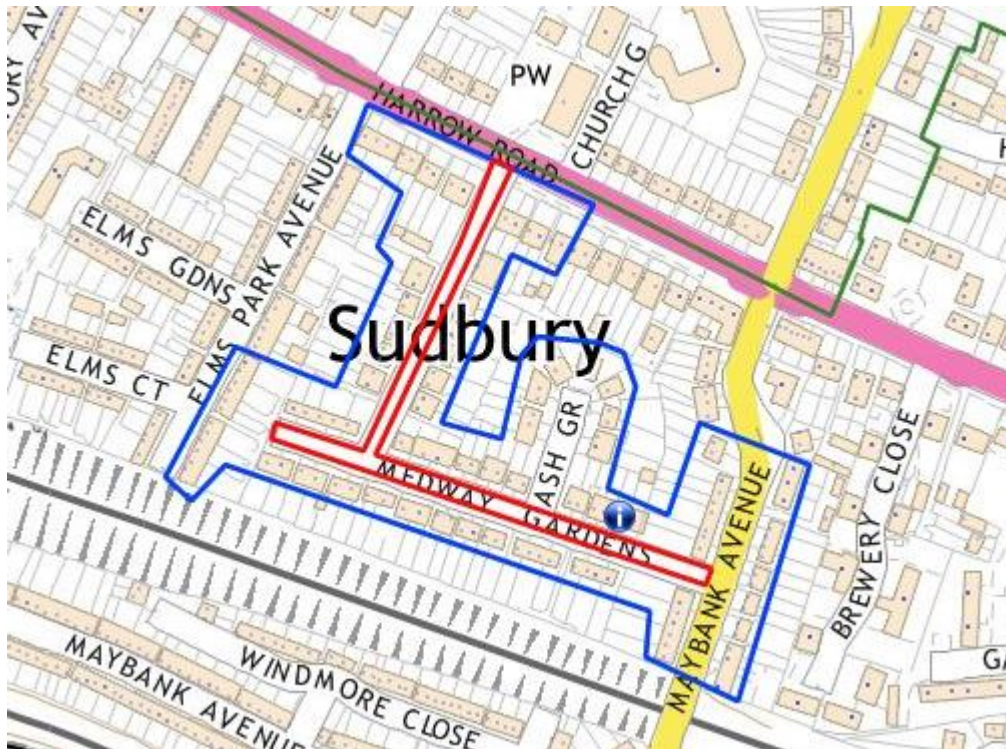
A Change in Pavement Materials

- 3.4 To move from a reactive way of working to a cheaper and more effective one of programmed work, alternative materials were considered in order to reduce the total cost over the whole life of the pavements. Figures indicated that typically significant savings of between 5 and 10% could be made in the initial cost of reconstruction (depending on the proportion of dropped crossings in a street) by using asphalt between dropped crossings instead of slabs
- 3.5 Concrete block areas on dropped crossings and street corners were designed to create "features" along the length of the street. This is an aesthetic measure, to maintain visual interest in what would have otherwise been long lengths of uninterrupted asphalt. Finished examples of this can be seen in Appendix B.
- 3.6 Asphalt was the most cost effective and means that existing budgets can be spread further: more streets can be resurfaced for the same money. Additionally the pavements will be less susceptible to damage by overrunning vehicles, so reducing accidents and complaints, increasing public satisfaction and reducing future maintenance costs
- 3.7 As well as the initial cost, in any assessment of options we must also take into account the cost of the pavement over the course of its life – the "whole life cost". The life of a slabbed pavement is limited by factors such as damage by tree roots, overrunning by vehicles and disruption by utility works. Slabbed paving also often deteriorates if not constrained at the edges. Over time the pavement spreads and gaps form between slabs. Deformation of underlying clay by drought, wet or frost can also disrupt a slab pavement
- 3.8 Accordingly, the Cabinet resolved that the material to be used for the 2016/17 footway reconstruction programmes was to be asphalt, as a default. Category 1 & 2 pavements,

and pavements in conservation areas were to be considered on a case by case basis, but normally replaced like for like

The 2016/17 Pavement Reconstruction Programme

- 3.9 In total there are 15 footway reconstruction schemes being carried out in 2016/17, of which 13 involved the use of asphalt. At time of writing in November 2016 three have been completed and seven are in progress. Photos of completed work are included in Appendix A
- 3.10 The reconstruction of the pavements in Medway Gardens had been identified as part of the £2m additional investment programme.



The Petition

- 3.11 The Council received a petition on 26th October from residents in Medway Gardens Sudbury regarding the proposed pavement reconstruction. The work was postponed pending the hearing of the petition.
- 3.12 The petition states” *We the undersigned demand that Brent council halt the “planned improvements” to Medway gardens, due to commence on the 24th October 2016. Brent Council has not given residents adequate, or any notification of the materials to be used. This risks undermining the distinctive character of the area as well as durability and safety of the proposed material. We further ask that prior to any work being commenced, that a meaningful consultation be held with the residents and their representatives.*”
- 3.13 Regarding the point about adequate notification; normally two weeks’ notice is given to residents of work starting, which means the letters should have been delivered on the 10th, however there appears to be some disagreement over when the letters were actually delivered, with the contractor saying 11-13th October and some residents saying 18th October.
- 3.14 Notwithstanding the issue about notice of the works, the Council acted promptly in postponing the works until the petition could be heard.

The Character of the Existing Pavements

- 3.15 The pavements in Medway Gardens are typical of many in Brent, in that they are made up of slabs (or technically, “Artificial Stone Paving” - ASP) with crossovers constructed in concrete. Original dark-coloured slab paving is still present, with repairs in newer lighter-coloured slabs creating a patchwork effect in parts. Significant deterioration of concrete verges and crossovers can also be seen. (see Appendix B for photos)
- 3.16 The original granite kerbs are still present, which would be reused wherever possible in the reconstruction. Kerbs would be re-laid to achieve a satisfactory kerb upstand and a consistent level. The only times the original granite kerbs would have to be replaced is when they break into little pieces when they are being lifted for relaying, or where the original kerb has been pushed into the road by tree roots, and a narrower kerb is laid (if possible) to squeeze past the roots and still maintain a straight front edge. In these cases, new “conservation kerb” would be used which is granite-like in appearance.
- 3.17 There are street trees in Medway Gardens and they do disrupt the paving in places, though their number, size and type do not appear to result in the widespread problems apparent in other streets.
- 3.18 The pavement in Medway Gardens is crossed at regular intervals by vehicle crossings; apart from stretches of Medway Gardens next to Harrow Road, or Maybank Avenue, where the pavement is adjacent to the flanks, rather than the fronts, of houses.

Conclusion

- 3.19 The pavements in Medway Gardens have been identified as being a priority for maintenance and included in the 2016/17 pavement reconstruction programme
- 3.20 On 23rd May 2016, the Council Cabinet resolved that the material to be used for the 2016/17 footway reconstruction programmes was to be asphalt, as a default. This is helping to make pavements more resilient and durable, making our limited resources stretch further, meaning more pavements can be repaired.
- 3.21 At time of writing in November 2016, all pavement schemes which have started in 2016/17 have seen this policy implemented without exception. In total there are 15 footway reconstruction schemes programmed for 2016/17, of which 13 involve the use of asphalt (the two others are Category 1 / 2 footways), three have been completed and seven are in progress.
- 3.22 Under the policy, dropped crossings and street corners are being surfaced using concrete block paving, to ensure long term resilience to create a good look and feel. Medway Gardens has a significant number of dropped crossings and so the aesthetic benefits of the concrete block paving features would be realised
- 3.23 The Council understands residents' initial concerns regarding use of asphalt in the new pavements. However, a number of similar reconstructions have been successfully completed across the borough and the policy has started to deliver on what will be long term benefits.

4.0 Financial Implications

- 4.1 The cost of Medway Gardens pavement reconstruction is estimated at £172k. The postponement of this scheme means that the spend will occur in the next financial year. The only financial impact should be on the timing of the cash-flows of the project, as it will be spent in 2017/18 rather than 2016/17, barring any unforeseen circumstances

5.0 Legal Implications

- 5.1 The Highways Act 1980 places a duty on the council to maintain the public highway under section 41. Breach of this duty can render the council liable to pay compensation if anyone is injured as a result of failure to maintain it. There is also a general power under section 62 to improve highways.
- 5.2 Under Standing Order 68(e)(ii,) petitions with 50 or more signatures concerning specific decisions planned to be made are referred to the planned decision-maker. Under Standing Order (e)(iii), other petitions with 50 or more signatures are referred to the Cabinet, the Council or a council committee, unless the petition is concerned with a decision which has already been made in which case this is not required

6.0 Diversity Implications

- 6.1 The proposals in the Highways Capital Scheme Programme 2016-17 report, which are the same in nature to those in this report, have been subject to screening there are considered to be no diversity implications that require full assessment. The works proposed do not have different outcomes for people in terms of race, gender, age, sexuality or belief.
- 6.2 In addition, the design criteria used in all highway work does take note of the special requirements of various disabilities. These will take the form of levels and grades associated with wheelchair users, for example road crossing points, and for partially sighted / blind persons at crossing facilities. The highway standards employed are nationally recognised by such bodies as the Department for Transport. This programme of works continues the upgrade of disabled crossing facilities at junctions which were not constructed to modern day standards. All new junctions are designed to be compliant at the time of construction.
- 6.3 Strengthened areas of footway are far less susceptible to damage and will therefore aid the movement of pedestrians that may find it difficult to walk on uneven pavements.
- 6.4 We make sure accessibility ramps are provided to aid wheelchair users and those with prams. We make sure high visibility barriers and tapping rails are provided to allow those with visual impairments to negotiate the works as they are in progress
- 6.5 We make sure of the visibility of the required signage, also where temporary work is being carried out.
- 6.6 We monitor of the quality of the work to ensure that the finished surface is to specification and does not form a mobility hindrance; and that signage and road markings are correctly provided as aid to movement.

BACKGROUND PAPERS

Cabinet Report 23rd May 2016 - Highways Investment Programme 2016-17
Advanced Warning letter to Residents of Medway Gardens
Medway Gardens Petition

CONTACT OFFICERS

Jonathan Westell, Highways Contracts & Delivery Manager
Tony Kennedy, Head of Service, Highways and Infrastructure

AMAR DAVE

Strategic Director of Regeneration and Environment

APPENDIX A



Example of a tarmac resurfaced pavement, concrete blocks are used on vehicle crossings and street corners with a recycled permeable material around tree pits

Appendix B – Existing pavements in Medway Gardens



Medway Gardens - Original dark coloured slab paving is still exists, with lighter newer slabs being evidence of where repairs have had to be carried out




Medway Gardens: significant deterioration of concrete verges and crossovers can be seen



Medway Gardens: significant deterioration of concrete verges and crossovers can be seen

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 <p>Brent</p>	<p>Highways Committee 25 January 2017</p> <p>Report from the Operational Director of Environmental Services</p>
For Action	Wards Affected: Alperton, Stonebridge, Tokyington, Wembley Central
<p>Wembley Stadium Protected Parking Scheme, and Associated CPZs: Off-Peak Visitor Permits</p>	

1. Summary

- 1.1 Some outstanding Executive decisions from 2013, relating to the Wembley Event Day zone (including implications for visitor permits in CPZs W zone, E zone and T zone used during *off* peak parking hours) have not yet been implemented.
- 1.2 This briefing paper identifies the Executive decisions, the decision making rationale at the time and the current context, and seeks a decision from Highways Committee on how to proceed. The report also provides a progress update on implementing Executive-agreed changes to business permits.

2. Recommendations

Highways Committee agrees:

- 2.1 To implement the decision made by the Executive on 15th July 2013 to introduce 3 year WSPPS permits with a £15 administrative charge;
- 2.2 To implement the decision made by the Executive on 15th July 2013 to introduce 3 year T zone visitor permits with a £15 administrative charge;
- 2.3 To rescind the decision made by the Executive on 15th July 2013 that approved implementation of a 24 hour online visitor pass for the T zone during off-peak hours;
- 2.4 To introduce 3 year W zone and E zone visitor permits with a £15 administrative charge;
- 2.5 To rescind the decision made by the Executive on 19th September 2012 that approved implementation of a 4 hour online visitor pass for the W zone and E zone during off-peak hours; and
- 2.6 To delegate authority to the Operational Director Environmental Services, in consultation with the Lead Member for Environment and relevant ward councillors, to introduce the changes identified in recommendations 2.1 to 2.5 above, subject to the results of formal consultation, and reporting back to the Highways Committee if substantial objections are received.

3. Wembley Stadium Protective Parking Scheme (WSPPS)

Current Service Offer

- 3.1 The Wembley Stadium Protective Parking Scheme (WSPPS) was introduced in 2006. It covers road parking restrictions which are operational on all major event days at Wembley Stadium. It includes some roads that are also subject to CPZ controls, and some which lie outside of CPZs.
- 3.2 There are five event day permit types, illustrated in the table below:

Permit type	Existing Event day controls		Event Day permits	
	If CPZ controls routinely apply	If no CPZ controls routinely apply	VRN specific	Max purchase
Resident	CPZ resident permit	Event day permit	Yes	3
Visitor	Online visitor parking	Event day visitor permit	No	2
Business	CPZ business permit	Event day business permit	Yes	3
Schools	CPZ business permit (and forthcoming schools permit)	Event day school permit	No	20
Place of Worship	-	Event day place of worship permit	No	20

- 3.3 All permits are subject to a one-off cost of £10, and are valid for the duration that the applicant is living at that address. 5,034 permits were issued in 2015/16 and approximately 60,000 permits have been issued since the scheme was created.
- 3.4 The 15th July 2013 Executive report '*Statutory consultation on proposed changes to parking tariffs, charges and permits*' superseded an earlier report in 2012 and approved the following recommendations:
- I. Withdraw the WSPPS permits and introduce new permits identical except that they must be renewed every 3 years
 - II. Introduce a £15 administrative charge for the first purchase and each subsequent 3 year renewal.
- 3.5 On 15th November 2016, Cabinet approved a programme of reviews of on-street parking management arrangements across the borough. This will involve a review of the boroughs' 40 CPZs, the WSPPS, and potentially several areas where there are currently no parking controls if there is demand from residents. In respect of the WSPPS, the report highlighted that there had been no reviews of the operation of the scheme since 2008; and made reference to the impact on parking demand that may arise as a result of Tottenham Hotspur FC potentially playing all their home Premiership matches at Wembley Stadium for the 2017/18 season whilst White Hart Lane is being developed.
- 3.6 The recommendation to introduce 3 year WSPPS permits was based on concerns that the permits could be '*inappropriately used*', and '*open to abuse*'. The report highlighted that the '*Council has received reports of non-expiring event day permits that are continuing to be in circulation and use, despite the original users having moved away*'. Regrettably this is still

the case. Appendix A provides a number of examples of Wembley Event day visitors permits being advertised for sale on commercial websites to motorists seeking parking on Event Days. Should the number of Event Days increase, this abuse could potentially increase, giving rise to additional traffic congestion and parking pressures within the vicinity of the Stadium.

- 3.7 The 2012 report recommended a £15 administrative charge. This was based on the average permit processing administrative charge levied by London boroughs. This charge seems reasonable; and indeed there may be grounds to increase this in future to take into account increases in inflation.

4. Temple Zone Visitor Permits

Current Service Offer

- 4.1 The Temple (T) zone based in Stonebridge ward operates around the Neasden Temple and has 24 hour parking controls. The Temple Zone visitor permit was introduced to allow residents to receive visitors during *off* peak parking hours. It operates alongside existing borough wide visitor parking arrangements and allows residents visitors to park between 6.30pm and 8am. Only one Temple Zone visitor permit is issued per eligible household. The permit is currently issued free of charge. 167 permits were issued in 2015/16.

Previous Executive decision

- 4.2 The 15th July 2013 Executive report 'Statutory consultation on proposed changes to parking tariffs, charges and permits' superseded an earlier report in 2012 and approved the following recommendations:

- I. Withdraw the T Zone permits and introduce permits identical except that they must be renewed every 3 years
- II. Introduce a £15 administrative charge for renewal
- III. Introduce an online 24 hour visitor permit specific to the T zone priced at £0.50.

Current Position

- 4.3 The recommendation for introducing 3 year permits, and a £15 administrative charge was broadly based on the same arguments outlined in paras 4.5 and 4.6, and to ensure consistency of permit arrangements.
- 4.4 The recommendation to introduce an online 24 hour visitor permit is considered to add no value, given the longstanding arrangement using the T zone visitor permit. It also adds unnecessary complexity, and configuration costs to the parking permit system. Officers therefore recommend that this decision is rescinded.

5. W Zone and E Zone Visitor Permits

Current Service Offer

- 5.1 The W and E zones, in Tokyington, Wembley Central and Alperton wards operate from 8am to 9pm Monday to Sunday. The W zone and E zone visitor permits were introduced to allow residents to receive visitors during *off* peak parking hours. It operates alongside existing borough wide visitor parking arrangements and allows residents visitors to park between

6.30pm and 9pm, and all day Sunday. Only one visitor permit is issued per eligible household. The permit is currently issued free of charge. 532 permits were issued in 2015/16.

Previous Executive decision

- 5.2 The 19th September 2012 Executive report 'Permit service simplification and pricing' approved the following recommendations:
- I. Withdraw the non-expiring W zone and E zone visitor permits
 - II. Introduce an online 4 hour visitor permit specifically for the period 6.30pm to 9pm and all day Sunday priced at £0.50.
- 5.3 The 15th July 2013 Executive report made no explicit reference to these previous recommendations other than to recommend their implementation. It is now considered that this may have been an unintended omission from the 2013 report.

Current Position

- 5.4 The recommendation to withdraw the non-expiring W zone and E zone visitor permits, and replace with an online 4 hour visitor permit is inconsistent with the recommendations made on the comparable T zone visitor permit.
- 5.5 To ensure consistency of permit arrangements with the WSPPS zone and T zone officers recommend that the W zone and E zone visitor permit is retained but that new permits issued have a 3 year expiry and a £15 administrative charge.

6. Information: Business Permits – Progress on Implementation

- 6.1 Brent currently sells two types of business permits in Controlled Parking Zones (CPZ):
- I. Business permits (apx. 550 permits sold per annum)
 - II. Livered business permits (apx. 40 permits sold per annum)
- 6.2 Both permits are vehicle specific. The 12 month business permit is priced at £366; and the liveried business permit at £261. The liveried business permit offers a reduction in cost to businesses that can prove their vehicles display some form of company branding. The only other London local authority that we are aware of that offers this type of permit is Wandsworth.
- 6.3 Cabinet approved the recommendation in the 15th July 2013 Executive report '*Statutory consultation on proposed changes to parking tariffs, charges and permits*' to:
- I. Withdraw both the business permit and business liveried permit
 - II. Introduce a new business permit priced at 400% of the cost of a band 4 residential first vehicle permit in year 1; rising to 450% in year 2; and 500% in year 3.
 - III. Introduce a new non-vehicle specific business permit which is subject to an additional supplement of 50%.
- 6.4 The current cost of a band 4 residential first vehicle permit is £111. However on 1st April 2017 the residential emissions tariffs will change from 7 down to 3 tariffs. The previous permit Bands, including Band 4, will no longer exist. The replacement for Band 4 vehicles is the 'Standard' tier first vehicle permit which will be priced at £83. Applying the formula agreed by the Executive, this gives the prices in the table below. It is intended that Year 1 will be

considered 2016/17 for the purpose of phasing in the new permit prices, and for Year 1 the price of VRN specific permits will be frozen at the current £366 charge.

Business Permit Type	Year 1 (2016/17)	Year 2 (2017/18)	Year 3 (2018/19)
VRN specific	£366 (frozen at current level)	£374	£415
Non- VRN specific	£498	£561	£623

Benchmarking

- 6.5 The standard business permit price will still represent very good value when compared to neighbouring London boroughs.

Borough	Business permit price		Other permit type definition:
	Standard	Other permit type	
Westminster	Not available		
Kensington & Chelsea	Not available		
Harrow	Not available		
Ealing	£ 800	-	
Hammersmith & Fulham	£ 791	£ 1,310	...second business permit
Hounslow	£ 754	£ 506	...vehicle intended for the carriage of goods i.e. vans
Barnet	£ 525	£ 840	...non- VRN specific permit
Brent (proposed 18/19)	£ 415	£ 623	...non- VRN specific permit
Brent (current)	£ 366	£ 261	...liveried vehicle
Camden* (an additional one-off fee of £2,450 is charged for a dedicated parking bay)	£ 318*	-	

7. Legal Implications

- 7.1 Should the proposals be approved for implementation, this would require the amendment of the existing Traffic Management Order (TMO) under the Road Traffic Regulation Act 1984.
- 7.2 The requirements for publication and implementation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984 ("the 1984 Act"). On-street parking restrictions are created by orders made by a local traffic authority under the provisions in sections 1 and 2 of the 1984 Act (orders prohibiting or restricting the waiting of vehicles or loading and unloading of vehicles); 32(1)(b) of the 1984 Act (parking for which no payment is required) and section 45 of the 1984 Act (parking bays for which payment is made by the motorist). Other related traffic restrictions may be made by traffic management orders made under other provisions of the 1984 Act. Controlled Parking Zones are defined in Regulation 4 of the Traffic Signs Regulations and General Directions 2002.

8. Financial Implications

Business Permits

- 8.1 The introduction of the proposed changes to the business permit scheme would see an additional £4k per annum in Year 1, rising to £33k per annum in Year 3. No projection has been made for sales of the non VRN specific permits, as no comparable data is available on this. The financial detail is illustrated in the table below:

Permit Type	15/16 volumes	Year 1	Year 2	Year 3
Business Permit	550	£0	£4,400	£26,950
Business Livered	40	£4,200	£4,520	£6,160
Total		£4,200	£8,920	£33,110

WSPPS, T, W and E zone visitor permits

- 8.2 The introduction of the proposed changes to the WSPPS permit scheme, alongside changes to T zone, W zone and E zone visitor permits would result in an increase in permit income of approximately £29k per annum. As the proportion of 3 year permits increases over time, the additional permit income could be expected to increase from Year 4, following implementation. The financial detail is illustrated in the table below:

Permit Type	15/16 volumes	Additional Income
Event Day - Business	69	£ 345
Event Day - Resident	3375	£ 16,875
Event Day – Visitor	1456	£ 7,280
Event Day - Place of Worship	134	£ 670
T zone	167	£ 835
W zone and E zone	532	£ 2,660
Total		£ 28,665

9. Diversity Implications

- 9.1 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.
- 9.2 The changes reflect changes in tariff, and the frequency with which Wembley Event Day and W, E and T zone visitor permits are renewed. Permit eligibility criteria and permissions to park remain unaffected. As a result, there are no identified diversity implications arising from this report and its recommendations at this time.

Background Papers

- 19th September 2012 Executive Report – Parking Service simplification and pricing
15th July 2013 Executive Report – Statutory consultation on proposed changes to parking tariffs, charges and permits
15th November 2016 Cabinet report – On-Street Parking Management Review

Appendices

Appendix A – Examples of Event Day permits being sold commercially

Contact Officers

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Brent Civic Centre
Engineers Way
Wembley HA9 0FJ
Tel: 020 8937 1234

Appendix A – Examples of Event day permits being sold commercially

Parking on Clifton Ave, HA9
£18.75 per day

Map View

Description & Features

Private Driveway Parking available on Clifton Ave in Wembley.

The location is ideal for anyone looking to park close to local bars, restaurants and the London Designer Outlet and is:

- * 5 minutes walk to Wembley Stadium
- * 7 minutes walk to Wembley Arena.
- * 10/12 mins from Fountain studios.
- * 2 minutes walk from Star Tours

Space available with 24/7 access.

Extremely well lit

Easy access to A406/A40/M1

Please book with accurate times, so we know what time to expect you

The first 2 spaces are on our private driveway. Our additional spaces are allocated via reserved on-road permit parking which we provide via a refundable cash deposit of £15 when you arrive.

We can accommodate a minibus with the use of our on street resident and visitor permits. We have space on our road to park larger vehicles

24/7 Access Allocated Space

CCTV Restrooms

How It Works

After booking this space you'll be provided with the full address of the space along with the contact details of the owner in case you have any questions.

OUR GUARANTEE YPS You're always protected when you book with YourParkingSpace. [View our booking guarantee](#)

Our Cancellation Policy

Your short term booking is fully refundable up to 24 hours before the start of your reservation.

Parking on Oakington Avenue, HA9
£25.00 per day, £150.00 per month

Map View

Description & Features


Parking spaces for Wembley Stadium, Wembley Arena and Wembley Park. On private residential front drive available for daily rentals. 3 - 4 spaces on drive and 2 - 3 spaces just outside of drive.

Located in front of owner's house in safe and quiet area..

Behind a gate and well lit at night. 7 minutes walk to the Stadium and Wembley Arena.

Security Gates Allocated Space

Security Lighting



[Have a question about this space?](#)

How It Works

After booking this space you'll be provided with the full address of the space along with the contact details of the owner in case you have any questions.

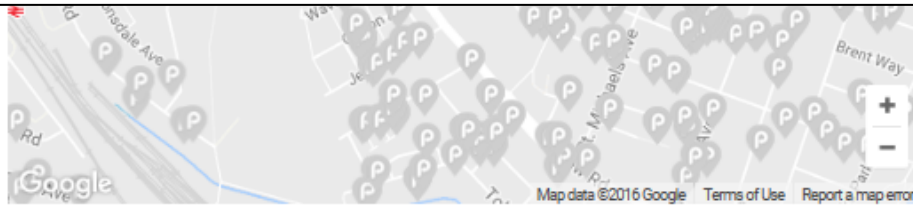
OUR GUARANTEE YPS You're always protected when you book with YourParkingSpace. [View our booking guarantee](#)

Our Cancellation Policy

Your short term booking is fully refundable up to 24 hours before the start of your reservation.

Rental Terms

Monthly rentals are on a rolling 30-day agreement with a one month deposit taken up-front and the first month's rent charged on the first day of the rental. [Why is there a deposit?](#)



The full address of the parking space is made available on booking completion

What is nearby?

- | | |
|---|---|
|  Wembley Stadium
0.29 miles away |  Wembley Park Station
0.78 miles away |
|  Alperton Station
1.07 miles away |  Wembley Stadium Station
0.15 miles away |
|  Wembley Central Station
0.58 miles away | |

All distances are as the crow flies.

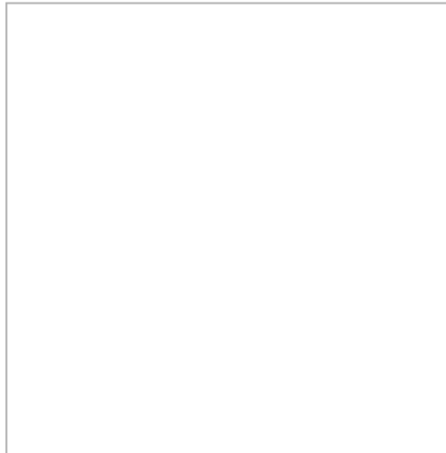
Description

I have [Wembley](#) parking pass which can be used to park your car near my house which is a 5 minutes walk to [Wembley Stadium/Arena/Bars & Restaurants](#).

The area is in a quiet & safe residential street, A very easy access to [Wembley Stadium](#) & to get through the A406 & motorway.

To use the parking pass you are required to leave your car keys with us while you park and take it back when you leave.

We can assure you that your car & keys will be in safe hands. Please send the booking request only if you are ok with leaving your car keys with us.



Facilities: Multiple entry/exit

Reviews (30)

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