



Highways Committee
22 January 2015

Report from the Head of Transportation

For Action

Wards Affected:
Alperton

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

1.0 Summary

1.1 This report informs the Committee of a petition received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton.

2.0 Recommendations

2.1 That the Committee notes the contents of the petition and the issues raised.

2.2 That Committee notes the response of officers to the petition, as set out in this report. Agrees for officers to investigate and consult on the provision of a Controlled Park Zone or Zones in all streets off the A4005 Ealing Road between Hanger Lane and A4089 Ealing Road following completion of the development at 255 Ealing Road.

2.3 That the Committee agrees that, subject to formal Cabinet approval of S106 developer contribution allocations, funding is allocated from S106 developer contributions and from the Transport for London funded waiting and loading restrictions programme for 2016/17.

2.4 Subject to the outcome of a public consultation, the Committee authorises the Head of Transportation to take all necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to Highways

Committee, any substantial objections or representations received during statutory notification.

- 2.5 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 Details of the Petition

- 3.1 A petition has been received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton. The petition is reported to committee in accordance with Standing Orders. The petition has more than 50 verified signatures and it reads:

'We the undersigned residents of Cromwell Road, Burns Road and Cromwell Court, in Alperton are finding it increasingly more difficult to park in our streets because non residents come here and park all day whilst they go to work elsewhere in the area.

We therefore call upon the Council to instigate the Consultation Process necessary with a view to our area becoming a Controlled Parking Zone.'

- 3.2 In addition a covering email was received which stated:

'One of our many problems is that people leave vans and cars in our streets with For Sale Notices on them (the van in the photos has been in Burns Road for at least 2 weeks now) does your Dept. deal with this type of offence and if not who should we report it to?

We, in CABRA are now lobbying the council about the use of some of the Community Infrastructure Levy Neighbourhoods Fund to pay for us to have a CPZ which covers Cromwell and Burns Road.

On Saturday 11th of October, I and a group of CABRA residents, met with the CEO (Peter Mohoney) and architect of the proposed new development at 255 Ealing Road when the Councillors from the Planning Committee made a Site visit. At that meeting Peter Mahoney (from r55 group) said that they would be developers of that site ,are prepared to pay the cost of establishing a CPZ., and if you look at their planning proposals in the Council's Planning Committee report at :- <http://forms.brent.gov.uk/servlet/ep.?extid=101150&reference=116966&st=PL> you will find a reference to CPZs and other infrastructural issues.

I shall be speaking about the infrastructural needs of our residents and future residents, at the Planning Committee on Wed 15th of October as will one of our Ward Councillors (Mili Patel).

We urgently need a CPZ ,things are already desperate and when the first 2 Tower Blocks of flats open (in Jan 2015) there will even more people wanting to park in our 2 short cul -de- sacs.

- 3.3 Copies of the petition and covering letter are available for inspection by Highways Committee members.
- 3.4 The issue with the sale of vehicles on the public highway issue mentioned in the covering email has been referred to enforcement officers for investigation and action.

4.0 Background

- 4.1 Cromwell Road and Burns Road are residential 'no through' roads off the A4005 Ealing Road. Cromwell Court is a service road with a combination of residential and retail properties which runs parallel to the Ealing Road.
- 4.2 The A4005 Ealing Road is the main link road running through Alperton between Sudbury Town and Hanger Lane. It is a four lane through route subject to a 30mph speed limit by virtue of a system of street lighting with high volumes of traffic. It is host to a mixture of residential houses with off street parking, retail and industrial units.
- 4.3 The majority of existing residential properties on Ealing Road have off road parking facilities, but many of those on the side roads including those on Cromwell Road, Burns Road and Cromwell Court do not. With increasing car ownership this places significant demand for on-street parking.
- 4.4 There are 'no waiting and no loading restrictions' on Ealing Road but Cromwell Road, Burns Road and Cromwell Court are unrestricted except at junctions where 'No waiting at any time' restrictions have been provided to keep junctions clear.
- 4.5 Brent's Local Development Framework Core Strategy (LDF) adopted in 2010, identifies Alperton as a Growth Area for residential led mixed-use regeneration. The Alperton growth area is a strip of brownfield land along the Grand Union Canal, encompassing some of the poorest quality industrial land in the borough. There is the capacity to deliver significant housing through residential-led mixed-use redevelopment of the industrial land.

Cromwell Road and Burns Road are located on the western edge of the Alperton growth area. There is a lot of developer interest in this part of the growth area as it is near to Alperton Underground Station.

Network Housing Group are currently developing the former B&Q site at 243 Ealing Road with 441 residential flats, the first units will be occupied in early 2015, with final completion and full occupation anticipated within the following 24 months

In October 2014 a scheme at 255 Ealing Road (the Marvelfairs Site) was awarded planning permission subject to legal agreement. The council is in pre-application

discussions with developers on further development sites in the locality. It is anticipated that this development will commence within the next 3 years.

- 4.6 These are car free developments, but without a CPZ this level of development will increase parking pressures not only in Cromwell Road, Burns Road and Cromwell Court, but in the wider area.

5.0 Response to the petition

- 5.1 Officers have visited the area and noted that there are already parking pressures not only in Cromwell Road, Burns Road and Cromwell Court but all also in other residential streets in the vicinity of Ealing Road.

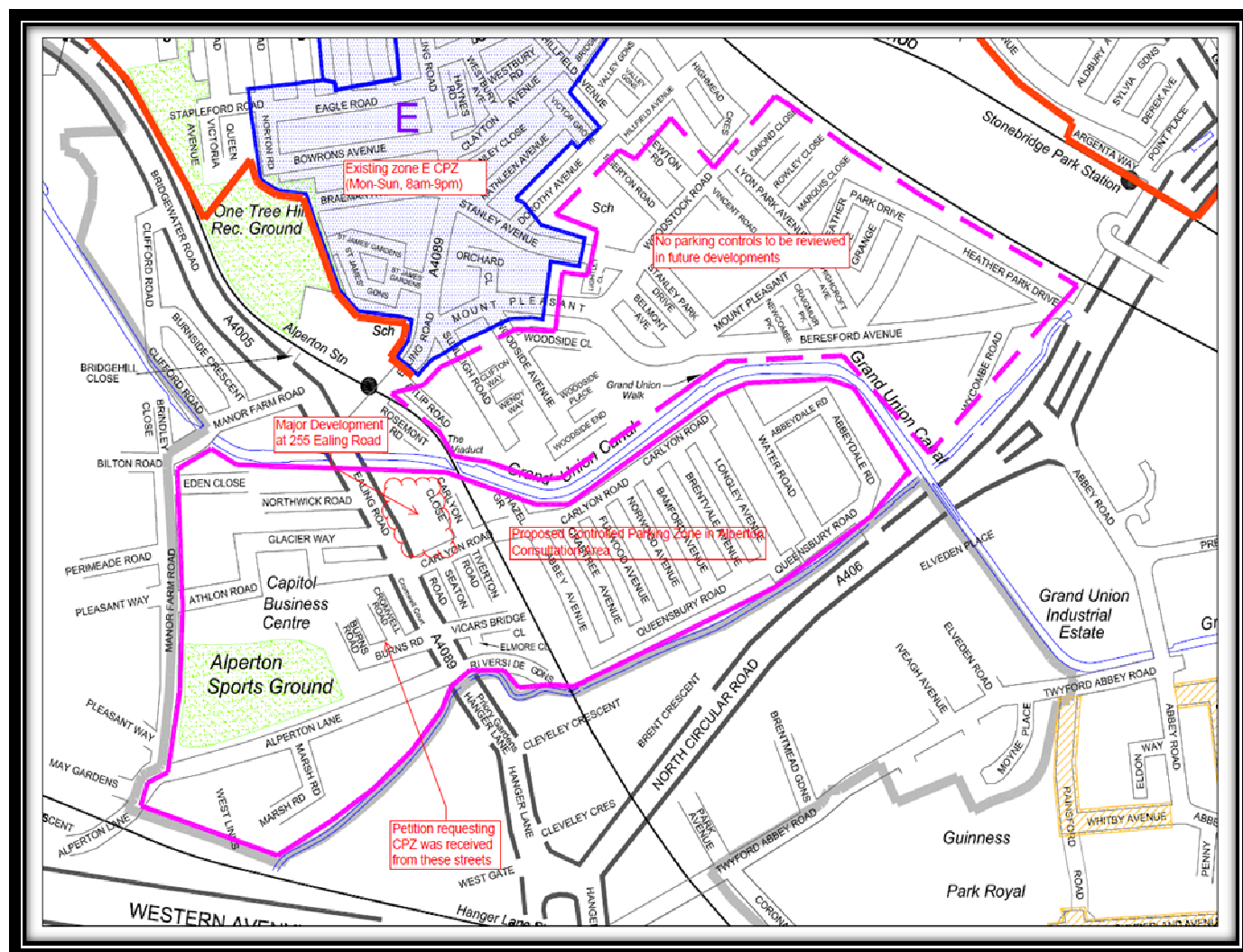
- 5.2 Except for 'no waiting at any time' restrictions to protect junctions, there are no existing parking restrictions in these roads and other roads in the area.

- 5.3 This level of development in the area will put increasing parking pressures on neighbouring streets, both from commuters who work in the industrial areas and residents/visitors to the new developments.

- 5.4 Officers anticipate that this is likely to result in increased on-street parking pressures and difficulties for those currently living in the area. It may also result in more indiscriminate parking on restrictions around the junctions and the need for additional enforcement.

- 5.5 Officers preliminary investigations have identified a likely increase in parking pressure resulting from the new developments and commuters that will be detrimental to residents unless controlled parking measures are considered. Fig 1 shows the area of CABRA concern and other areas that will need to be considered.

Fig 1 – Plan showing development sites and proposed area of CPZ.



- 5.6 Officers recommend a parking assessment is carried out in January 2017, when the 243 Ealing Road development is nearing completion and the majority of new dwellings are fully occupied.
- 5.7 Subject to the outcome of the assessment it is recommended to consult on the provision of a Controlled Parking Zone or Zones in all streets off the A4005 Ealing Road between Hanger Lane and A4089 Ealing Road. This work should be funded from S106 developer funding as well as being considered when compiling the 2016/17 waiting and loading restrictions programme.

5.8 Officers recommend that the area shown in Fig 1. bounded by Alperton Lane Manor Farm Road, the Grand Union Canal and A406 North Circular Road is included in the proposed CPZ area.

6.0 Financial Implications

6.1 As a result of budget savings there is currently no revenue funding available for reviewing or introducing new CPZ's. The only circumstance where a new area CPZ could be introduced is where funding becomes available as a result of a major planning development application and significant changes in the local area.

6.2 There is an annual £80,000 budget available through our Transport for London funded Local Implementation Plan (LIP) budget allocation in 2015/16 for reviewing waiting and loading restrictions. This limited funding is prioritised to minor schemes which address a specific problem highlighted by the community and where there is clearly a high level of support from local residents and businesses. A similar allocation will be available in 2016/17 and in future years.

6.3 The estimated cost of introducing a CPZ in the wider area shown in Fig 1 is estimated to be in the region of £150,000. S106 Developer contributions for the area have been identified to the value of £60,000 with a further £60,000 becoming available when the development of 255 Ealing Road commences, which is anticipated within 3 years.

6.4 It is proposed that, subject to formal Cabinet approval of S106 allocations, a minimum of £120,000 from S106 Developer funding is allocated to surveys, consultation and introducing a CPZ in the area from January 2017, with the remaining funding allocated from the LIP funded waiting and loading restrictions programme.

6.5 There are no cost implications on the Councils revenue budget as a result of this report.

7.0 Legal Implications

7.1 There is no duty on the Council to introduce or review controlled parking zones.

7.2 The introduction of a CPZ will require Traffic Management Orders (TMO) under the Road Traffic Regulation Act 1984.

8.0 Diversity Implications

8.1 S149 Equality Act 2010 provides that the Council must 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.

- 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 after the consultation with all affected residents/businesses is carried out. This assessment will be included in the Delegated Authority report for approval by the Head of Transportation.

Background Papers

CABRA Petition

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