



Highways Committee

24 January 2018

Report from the Strategic Director of Regeneration and Environment

On- Street Parking Management Review - 2017/18 Programme

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| Wards Affected: | All |
| Key or Non-Key Decision: | Key |
| Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act) | Open |
| No. of Appendices: | Appendix A - Parking Management Review Programme 2017/18 Appendix B - Consultation Letters and Plans for the schemes outlined in the approved programme Appendix C - Petition responses to the informal public consultation for Parkside / Campbell Gordon Way Area |
| Background Papers: | None |
| Contact Officer(s): (Name, Title, Contact Details) | Tony Kennedy, Head of Highways and Infrastructure, 020 8937 5600 Sandor Fazekas, Project Development Service Manager, Highways and Infrastructure, 020 8937 5600 |

1.0 Purpose of the Report

- 1.1 This report provides Highways Committee with an update on the On-Street Parking Management Review programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs, in response to petitions received from the community.
- 1.2 It provides details of an analysis of the public consultation recently undertaken to gauge the community's support for proposed changes as outlined in our Parking Management Review programme.
- 1.3 The report also informs members of the programme status for the approved Parking Management Review programme.

2.0 Recommendation

- 2.1 That Highways Committee notes the responses to the public consultations undertaken in the borough between 28th November 2017 and 12th December 2017.
- 2.2 That Highways Committee agrees to proceed with the recommendations as set out in paragraphs 3.9 to 3.17 of this report, and to progress schemes that have majority support to statutory consultation stage for implementation of Traffic Management Orders.
- 2.3 That Highways Committee authorises the Head of Highways and Infrastructure, in consultation with the Lead Member for Environment, to consider any objections or representations arising from the statutory consultation process for making Traffic Management Orders in relation to the proposed schemes at Alpine House, Robson Avenue, Ealing Road and Controlled Parking Zones KG and GM, and implement proposed changes if there are no substantial objections, or otherwise refer objections or representations to the Highway Committee for further consideration.
- 2.4 That Highways Committee notes the current status and further work necessary to deliver the approved Parking Management Review programme.
- 2.5 That Highways Committee notes that a report on the current and anticipated future levels of demand for new CPZs, changes to existing CPZs and waiting and loading restrictions will be considered by Cabinet at the meeting on 12th February 2018.

3.0 Detail

- 3.1 In recognition of an increase in public demand for parking management changes in the borough, Cabinet approved the report titled “On-Street Parking Management Review” at its meeting on 24th July 2017. This report provided details of an analysis of feedback from the public to identify levels of demand for changes and also a desktop analysis to identify areas, where there may be on-street parking pressures. It provided information on how areas where we receive numerous requests for changes, would be prioritised with the aim of introducing on-street parking controls that will benefit residents and businesses alike.
- 3.2 Cabinet approved a programme for changes to on-street parking arrangements in prioritised areas, subject to public consultation and further approval by Highways Committee. **Appendix A** provides details of the approved 2017/18 On-Street Parking Management Review Programme.
- 3.3 Parking stress surveys were carried out between 2nd October 2017 and 12th October 2017. These consisted of inspections of the existing parking measures and saturation of the on-street parking facilities in video a survey.
- 3.4 This information was considered alongside the petitioner’s requests from the table of petitions received, as approved at the meeting on 24th July 2017, to identify the optimum changes that could be made to the existing measures and extents of any new measures, for the purpose of consultation with the public.

- 3.5 The proposals went to public consultation for consideration between 28th November 2017 and 12th December 2017, giving communities two weeks to respond with their comments to the Council, at this stage. These comments were then analysed and compiled to influence the next stage of the design and statutory consultation for proposals. The consultation letters and plans are in **Appendix B** to this report.
- 3.6 The percentage of support shown by residents and businesses in the consulted streets, for the relevant CPZ changes, have been considered in both their answers to our posed questions and the trend of their comments. Equality questionnaires also accompanied each letter of consultation to gauge the balance of the responses against the community demographics.
- 3.7 This report will detail the progress on the approved 2017/18 On-Street Parking Management Review Programme and provide the Committee with an update on the development of the programme, expenditure in relation to budgets, and the outcome the public consultation process. It furthermore, seeks approval to proceed with publication and consultation for the making of the Traffic Management Orders, necessary for the implementation of changes, in line with the recommendations as set out in paragraphs 2.2, 3.9 and 3.12 to 3.15 of this report.

Analysis

- 3.8 An analysis of consultation responses received between 28th November 2017 and 12th December 2017 has been taken from the individual consultation reports and is summarised below;

| New CPZ schemes | Headline Consultation Results | | Headline Consultation Summary |
|-------------------------------------|--|-------------|---|
| Alpine House | In favour of extending CPZ zone QA, to include Alpine Road, Westmoreland Road and Cumberland Road? | | Some comments were concerned with the turning movements of delivery vehicles and the use of the highway to park commercial vehicles. The wider catchment area of this larger CPZ would favour residents and provide commercial options for customers. The response rate was 13% |
| | 74% For | 20% Against | |
| | In favour of introducing P&D bays on the eastern arm of Westmoreland Road Mon-Sat 10am-3pm Max stay 2 hours | | |
| | 59% For | 37% Against | |
| North End Road | Programme has slipped on this consultation as officers are determining the extent of the proposed CPZ and the level of Developer funded subsidy that can be offered to residents. This scheme has therefore been deferred until the New Year and the results of the consultation will be reported back to Highways Committee on 26 th March 2018. | | |
| Parkside/ Campbell Gordon Way | In favour of introducing a CPZ Mon-Fri 8am-6:30pm | | The majority of responses were not in favour of introducing a CPZ or Pay & Display parking, as proposed in the roads consulted. Many residents called |
| | 34% For | 56% Against | |

| | | | |
|--|--|-------------|--|
| | In favour of introducing a CPZ Mon-Sat 8am-6:30pm | | for limited waiting in the middle of the day to dissuade commuter parking. Response rate was high at 28% notwithstanding the petitions in response. |
| | 29% For | 64% Against | |
| | Dual use P&D Parkside | 60% Against | |
| The only majority in favour was Campbell Gordon Way, such a localised CPZ would displace parking to the immediate area and be disproportionately resource intensive. | | | |
| Robson Avenue | Include with Zone GS Mon-Fri 8.30am-6:30pm | | Consultation on including Robson Avenue in a neighbouring CPZ was brought forward by approximately 2 months. There is a clear desire to include this section of highway into the neighbouring CPZ, as well as incorporating the P&D bays into dual use. This response rate is high at 22%. The dual use element may impact hospital visitors disproportionately. |
| | 68% For | 32% Against | |
| | Convert the P&D bays to dual use | | |
| | 74% For | 26% Against | |
| | | | |
| CPZ Review Schemes | Headline Consultation Results | | Headline Consultation Summary |
| Zone KG | In favour of permanently extending the hours of zone KG , to include Carnival Weekend Saturday, Sunday and Bank Holiday Monday between 8.30am to 10.30pm? | | Whilst some residents felt there was either no real problem over one weekend of the year, the majority of responses were in support. However, the response rate was low at 9%. |
| | 79% For | 21% Against | |
| Zone GM | This scheme will be consulted in late May 2018 and the forthcoming financial year, in line with the approved programme. | | |
| | | | |
| Minor CPZ Changes | Headline Consultation Results | | Headline Consultation Summary |
| Ealing Road - Bowrons Avenue & Clayton Avenue | Additional shared use CPZ/P&D bays on Bowrons Avenue & Clayton Avenue 8:30am – 6:30pm Mon-Sun? | | There is a majority in favour of both proposals to add these few additional dual use bays to the CPZ, however the response rate of 8% is low. |
| | 75% For | 25% Against | |
| | Extend Max Stay to 4 hours? | | |
| | 75% For | 25% Against | |
| Ealing Road - Main Route | Reduce the hours of P&D bays to 8:30am – 6:30pm Mon-Sun? | | There is a clear majority in favour of both proposals to reduce the hours of the P&D bays along Ealing Road and extend their Max stay to 4hrs. Response rate was average at 17% |
| | 89% For | 11% Against | |
| | Extend Max Stay to 4 hours? | | |

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|--------------------|---|-------------|---|
| | 87% For | 11% Against | |
| Wembley High Road | Additional shared use CPZ/P&D bays on Thurlow Gardens and Ranelagh Road 8:30am – 9:00pm Mon-Sat? | | The majority of responses were not in favour of introducing further Pay & Display parking or changing the hours of operation, as proposed in the roads consulted. Response rate was low at 8% |
| | 40% For | 60% Against | |
| | Extend Max Stay to 4 hours? | | |
| | 50% For | 50% Against | |
| Wembley Park Drive | Introducing new P&D bays on Wembley Park Drive, Mon-Sat 8.30am-9pm, Max stay 4 hrs. | | The majority of responses were not in favour of introducing new Pay & Display parking, as proposed in the roads consulted, with a high response rate of 37% |
| | 15% For | 85% Against | |

Parkside / Campbell Gordon Way consultation also attracted three petitions of objection, in response to the proposals. These were from the schools and church within the area. **Appendix C** provides a summary of the petitions received in response to the recent consultation.

Conclusions

- 3.9 Alpine House is considered to be a natural extension to CPZ zone QA and the hours of operation appear to suit the consulted properties, considering the medium response rate. It is recommended to proceed to formal statutory consultation on this scheme.
- 3.10 North End Road public consultation will proceed early in 2018, once the developer funding available for permit subsidies is confirmed.
- 3.11 Parkside / Campbell Gordon Way consultation attracted three petitions in response to the proposals. These were from the schools and church within the area. The only majority in favour was in Campbell Gordon Way. With the majority of comments requesting limited restrictions in the middle of the day, it is considered that we should reconsult at the informal stage to a wider area, up to the A5 boundary, to determine the appetite for a CPZ across this area Mon-Fri 10am-3pm. Officers will work with ward councillors in developing plans that will benefit the wider local community. The results of public consultation over a wider area will be reported to a future Highways Committee for a decision.
- 3.12 Robson Avenue is an obvious candidate for inclusion into CPZ GS and there is a clear majority of residents that support its inclusion along with a high response rate. The P&D bays should remain as they are to cater for hospital visitors. It is recommended to progress this scheme to statutory consultation.
- 3.13 CPZ KG had a low response rate but the majority of respondents supported the proposal to seal the Experimental Traffic Management Orders and make permanent trialled hours of operation for the Notting Hill Carnival weekend of Sat, Sun & Bank Holiday Monday 8.30am-10:30pm. It is recommended to proceed to statutory consultation.

- 3.14 Proposals for CPZ GM are being developed and it is recommended that public consultation progresses towards the end of May 2018, following the local elections.
- 3.15 Ealing Road has a majority in favour of both proposals, albeit with a medium to low response. It is recommended that the additional spaces and changes to P&D hours be progressed to formal statutory consultation, as Mon-Sun 8.30am-6:30pm with a 4 hour maximum stay.
- 3.16 Wembley High Road had a low response and a majority against the proposals. It is therefore not recommended to proceed to formal consultation. Officers will work with local businesses and residents to develop proposals that meet the needs of the community.
- 3.17 Wembley Park Drive responses were overwhelmingly against the introduction of Pay & Display parking. It is therefore recommended not to proceed with these proposals.

Future Demand

- 3.18 Funding for introducing CPZs may be available under S106 agreements in areas where on-street parking pressures are anticipated.
- 3.19 CPZs may be introduced either by developers or by the Council, either as specific parking schemes or in conjunction with other highway improvements to mitigate the effects of a development.
- 3.20 Regeneration areas where CPZs are likely to be introduced in the future include the Brent Cross Development, with some 200 retail restaurants and circa 6,700 new homes planned for the area. It is anticipated that circa £180,000 will be made available through developer funds, via Barnet, for an area-wide CPZ in the Dollis Hill ward. The new CPZ is likely to be progressed to planning, preliminary design and potentially public consultation stage in 2018/19 and 2019/20 as development in the area displaces parking. It is also anticipated that a new CPZ will be required in the Alperton area within the next few years to mitigate the effects of the Northfields development.
- 3.21 Where CPZs are introduced, this often results in parking displacement and increased demand for CPZs in adjacent areas.

4.0 Financial Implications

- 4.1 In the previous report to Cabinet (24th July 2017, titled "On-Street Parking Management Review ") the CPZ programme was estimated to cost £0.34m. This report now estimates the overall cost to be £0.29m, a reduction of £0.05m achieved by; reducing staff costs by using a consultant to work with existing staff instead of recruiting two new officers, reducing implementation costs by removing the Wembley Park Drive P&D scheme from the programme as stated in paragraph 4.17, offset by the additional cost of £0.03m to extend the Parkside scheme as stated in paragraph 4.11 which is wholly funded by confirmed developer contributions.

- 4.2 The table below sets out the programme's projected expenditure and source of funding.

| | 2017/18 | 2018/19 | Total |
|----------------------|---------|---------|-------|
| <u>Expenditure</u> | £m | £m | £m |
| Project Team | 0.04 | 0.01 | 0.05 |
| Implementation Costs | 0.11 | 0.13 | 0.24 |
| Total Expenditure | 0.15 | 0.14 | 0.29 |
| <u>Funding</u> | | | |
| Section 106 | 0.09 | 0.06 | 0.14 |
| Brent Council | 0.06 | 0.08 | 0.26 |
| Total Funding | 0.15 | 0.14 | 0.29 |

- 4.3 Any income arising from permit sales and PCN's issued to motorists contravening the new restrictions will be used to support the Boroughs transportation and traffic management initiatives.

5.0 Legal Implications

- 5.1 The requirements for publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984 (as amended and hereafter referred to as "the 1984 Act"). On-street parking restrictions are created by orders made by a local traffic authority under the provisions 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, which was made pursuant to the powers set out in the 1984 Act and the Road Traffic Act 1988.
- 5.2 Decisions regarding amending current CPZs and making new CPZs will be considered and made by the Highways Committee which has scope to make decisions including scheme approval for traffic management and related matters associated with the public highway. However, for strategic and high level highways and transportation matters involving expenditure over £500k, or matters which have a significant on income, strategies or policies in respect of highways and transportation, these matters will be considered by the Cabinet.

6.0 Equality Implications

- 6.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.
- 6.2 A broad spread of the community's demographic responded to the consultation indicating that no specific diversity implications are arising from this report and its recommendations at this time.

7.0 Consultation with Ward Members and Stakeholders

- 7.1 Cabinet approved the approach to the Council's On-street Parking Management Review on 15th November 2017.
- 7.2 A further report informed the Cabinet of the outcome of the review process and an initial programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs was approved on 24th July 2017.
- 7.3 Proposed changes are subject to a public consultation process with Ward Members and affected stakeholders. This consultation has been initiated with Members and stakeholders, including the immediately affected properties and properties around the perimeter to the affected area.
- 7.4 The outcome is presented to and considered by the Highways Committee who approve any proposed changes, subject to the outcome of statutory consultation and the placing of notices for Traffic Management Orders as set out under Road Traffic Regulation Act 1984.
- 7.5 The Head of Highways and Infrastructure, in consultation with the Lead Member for Environment, will consider any objections or representations arising from the statutory consultation process for making Traffic Management Orders, in line with the recommendations as set out in paragraphs 2.2, 3.9 and 3.12 to 3.15 of this report and implement proposed changes if there are no substantial objections, or otherwise refer objections or representations to the Highway Committee for further consideration.

8.0 Human Resources/Property Implications (if appropriate)

- 8.1 Not applicable.

Report sign off:

AMAR DAVE

Strategic Director of Regeneration and Environment