

HIGHWAYS COMMITTEE
Tuesday 21st July 2009

SUPPLEMENTARY INFORMATION

Item 8 - Progress Report on Controlled Parking Zones Programme

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SUMMARY OF RECOMMENDATIONS:

- 2.1 That Committee notes the outcome of the informal consultation with residents and businesses of Bridge Road (part) and agrees that the shared use (pay & display) parking proposals be withdrawn.**
- 2.1 (i) That Committee notes the results of the informal zone G review consultation.**
 - (ii) That Committee agrees to maintain the current operational times (Mon-Sat, 8am-6.30pm of the G CPZ and to the amendments described in 2.2.3 of the supplementary report.**
- 3.2 (i) That Committee notes the contents of the petition in relation to parking in Harlesden Town Centre.**
 - (ii) That Committee agrees to the incorporation of a review of parking controls within the “Harlesden Town Centre Area Based Scheme” bid being developed for submission to TfL and agrees that a review of the H, HS and HW zones should be prioritised for inclusion within the council’s 2010 / 11 work programme in the event that the bid to TfL is unsuccessful.**
 - (iii) That Committee notes that officers will arrange for additional enforcement and the re-marking of faded parking bays, as appropriate, in response to the concerns raised in the petition.**

2. Public Consultations

2.1 Proposed Bridge Road (between Wembley Park Station and Forty Lane) pay and display scheme

2.1.1 Informal consultation on a proposal to replace existing free parking bays outside the shopping area on the east side of (part of) Bridge Road with pay & display bays was carried out in June/July 2009.

The intention was to support local residents and businesses by discouraging longer term (particularly commuter) parking and encouraging a greater turnover of the parking space.

2.1.2 The consultation material is shown at Appendix 'A'

The consultation asked "Do you agree to the change of free parking bays to pay & display bays?"

The results of the consultation are as follows:

Number of questionnaires sent:	53
Number of questionnaires return	13
Percentage response:	25%
In favour of proposal:	1
Against proposal	12

2.1.3 There has been a reasonable response rate to the consultation and the response analysis demonstrates that the majority of respondents are against the proposals.

2.1.4 In addition to the questionnaire responses received a letter has been received from the Wembley Park Traders Association. That letter objects to the proposals and asserts that they would not be beneficial to local businesses or their customer base.

Recommendation 2.1

That Committee notes the outcome of the informal consultation with residents and businesses of Bridge Road (part) and agrees that the shared use (pay & display) parking proposals be withdrawn.

2.2 Zone G CPZ review

2.2.1 The review of Zone G CPZ has been carried out as part of the CPZ review programme. Public consultation has been undertaken in relation to parking conditions in CPZ zone G (Willesden High Road)

2.2.2 The consultation was undertaken during June/July 2009 and the results are tabulated below. The consultation material is shown at Appendix 'B'

(i) Response rate:

No. of questionnaires sent:	1176
Nos. returned:	80
Percentage response:	6.8%

(ii) Analysis of responses received:

Questions	Yes		NO		
1. Are you satisfied with the pay & display scheme hours of operation in the Zone?	42		30		
	Total	52.5%	Total	37.5%	
2. Do you think enough parking spaces have been provided for?	28		48		
	Total	35%	Total	60%	
	Very Easy	Fairly Easy	Fairly Difficult	Very Difficult	Don't Know
3. If you have visitors, how easy is it for them to park?	5	22	16	32	1
	Total 6%	27.5%	20%	40%	1%
4. If you are a business, how easy is it for you and your customers to park?	0	3	11	26	8
	Total 0%	4%	14%	32.5%	10%
5. If you are a business, how easy is it for you to load and unload?	0	9	12	15	10
	Total 0%	11%	15%	19%	12.5%
	Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't Know
6. How satisfied are you with the current level of parking enforcement?	8	22	8	30	6
	Total 10%	27.5%	10%	37.5%	7.5%

(iii) Other comments received.

Comments received indicate that (i) some of the businesses in the High Road find it difficult to load and unload, (ii) congestion in Ellis Close causes a back-up into the High Road (iii) there is a desire for removal of the existing parking bays on one side of Richmond Avenue and for the introduction of a Disabled Parking Bay outside Dudden Hill Youth and Community Centre located at 19 Dudden Hill Lane.

Numerous comments were also received from residents in the side roads off the High Road that there are too many Pay and Display bays.

2.2.3. The results of the consultation indicate that the majority of respondents are satisfied with the current operational hours of the controls but believe that there is insufficient parking space in the area and that this makes it difficult for visitors and customers to park and for loading/unloading.

Officers are of the view that the provision of on-street parking space in the zone has generally been maximised and it would be detrimental to road safety and traffic movement to increase on street provision.

Similarly, officers are of the view that the parking bay arrangement provides the best balance between the various parking needs. Nevertheless a number of amendments are proposed.

These are:

- (i) The introduction of shared (resident / business/ pay and display) bays in Ellis Close where no restrictions currently exist.
- (ii) The removal of existing parking bays along one side of Richmond Avenue in conjunction with the proposals for Ellis Close.
- (iii) The introduction of footway parking outside 170 – 196 High Road. This would not increase or reduce the available parking space but would improve traffic flow without compromising pedestrian movement.
- (iv) The introduction of a disabled bay in the vicinity of the Community Centre at 19 Dudden Hill Lane. It is anticipated that the most suitable location for this bay would be in Meyrick Road.
- (v) The introduction of double yellow lines on all junctions (replacing existing single yellow lines) to improve compliance and maintain emergency and essential service access at junctions.

Recommendation(s) 2.2

- (i) That Committee notes the outcome of the informal consultation.**
- (ii) That Committee agrees to maintain the current operational times (Mon – Sat, 8am – 6.30pm) of the G CPZ and to the amendments described in 2.2.3 of this report.**

Petitions

3. Petition from zone H (Harlesden Town Centre)

3.1.1 A petition has been received from residents and businesses of Harlesden Town Centre (zone H). The petition states “*We want Brent Council to take action to resolve the traffic problems in Harlesden Town Centre. We want the Council to;*

- *Review zone H and in the meantime*
- *Allow zone H permit holders to park in zones HS and HW*
- *Enforce parking with no permit in Craven Park Road and the High Street*
- *Enforce double parking*

- *Repaint the lines for parking bays*

3.1.2 Members will recall that the Harlesden Town Centre (H) CPZ review consultation was carried out during November/December 2002. In December 2002 Highways Committee Members approved to convert all loading bays in H zone to maximum 30 minutes stay for Loading/Unloading in loading bays. They also approved the conversion of underused loading bays to 2 Hour Pay & Display parking and protecting crossovers with Yellow Lines.

3.1.3 In recent years it has become apparent that controlled parking arrangements in Harlesden are considered problematic because of the size of the Zones in the area.

There are currently three zones. These are:

HS: To the West of Harlesden Town Centre, towards Harlesden Station.

H: The Town Centre Zone.

HW: The Zone to the East of the Town Centre, covering a large part of Kensal (Green) - the largest of the three CPZ's with the largest residential component.

Members, businesses and resident, via letters, emails and at Area Consultative Forums are often suggesting that the Zones are too small and should be either merged or made larger, to better suit local needs.

3.1.4 There is a view that the (small) size of the 3 parking zones constrains parking options for residents, businesses and visitors to the area and that a larger zone(s) would improve parking conditions.

3.1.5 The Committee need to be aware that increasing the size of CPZ's in town centre locations such as Harlesden does have disadvantages. There is a risk associated with a move to larger CPZ's in town centre locations, and that facilitates "intra-zone commuting" and using/relying upon the use of the private car for visiting the town centre, as opposed to walking or catching a bus.

For example, "Herbert Gardens", within HW Zone, is 1km away from Harlesden Town Centre, and 1.5km away from Harlesden Train Station (Bakerloo Underground and London Overground Services to Euston). If Zones were merged / made larger, there would most likely be 'inter-zone' commuting by people who preferred to use their car for what might usually be a walk of 15-20 minutes. This could increase existing parking stress in the Harlesden Town Centre area by allowing 'all day parking' for those that commute onwards into central London, or, indeed those working in Harlesden Town Centre and choosing to drive in from nearby residential areas.

3.1.6 The Committee will be aware that there are no proposals to review H or HS or HW CPZ's within the 2009/10 CPZ work programme. There are no resources available to add such a review to the programme in 2009/10.

3.1.7 The Committee should note that the Transportation Unit is currently developing a proposal to submit an "Area Based Scheme" to Transport for London (TfL) for Harlesden under the "streets for people" category. The proposal would seek to improve the quality of the environment and public realm in the town centre. It would be appropriate to include a review of parking controls within that scheme. Officers anticipate submitting a bid for development funding to TfL in the autumn of this year. If

the bid is successful a scheme would be developed during 2010/11 and implemented in 2011/12.

The most sensible approach is to await the outcome of the bid to TfL. If the bid is successful parking controls in the Harlesden CPZs would be reviewed as part of that project. If the bid were not successful a review would need to be prioritised for inclusion in the council's 2010/11 CPZ programme.

3.1.8 The petition seeks the relaxation of current arrangements to allow H permit holders to park in zones HS and HW. It would be contrary to the council's approach to parking to change the arrangements for zone H permit holders without consultation with those who may be affected (within zones HS and HW) and is not considered appropriate.

3.1.9 The petition also seeks increased enforcement and the re-painting of parking bays. Officers within the Transportation and Parking Enforcement teams will investigate the concerns around compliance and enforcement as identified in the petition and arrange additional enforcement as appropriate. Similarly arrangements will be made to re-mark parking bays where appropriate.

Recommendation(s) 3.2

- (i) That Committee notes the contents of the petition in relation to parking in Harlesden Town Centre.**
- (ii) That Committee agrees to the incorporation of a review of parking arrangements within Harlesden within the "Area Based Scheme" bid being prepared for submission to TfL and agrees that a review of the H, HS and HW zones should be prioritised for inclusion within the council's 2010/11 CPZ work programme in the event that the bid to TfL is unsuccessful.**
- (iii) That the Committee notes that officers will arrange for additional enforcement and the re-marking of faded parking bays, as appropriate, in response to the concerns raised in the petition.**