



## Highways Committee

**Thursday 17 July 2014 at 7.00 pm**

Board Room 1&2 - Brent Civic Centre, Engineers Way,  
Wembley HA9 0FJ

### Membership:

#### Members

Councillors:

Perrin (Chair)  
Denselow  
Mashari  
McLennan  
Moher

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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
<b>1 Declarations of personal and prejudicial interests</b>	
Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.	
<b>2 Election of Vice Chair</b>	
Nominations are sought for Vice Chair of the Highways Committee. Members are invited to nominate at this meeting.	
<b>3 Minutes of the previous meeting held on 20 March 2014</b>	1 - 4
The minutes are attached.	
<b>4 Matters arising (if any)</b>	
<b>5 Deputations (if any)</b>	
<b>6 Petitions</b>	
(i) Berkeley Road NW9 petition	
(ii) Review of controlled parking zone SH petition	
<b>7 Petition for the withdrawal of double yellow lines and introduction of a loading bay /short-term parking on Berkeley Road NW9 near its junction with Kingsbury Road</b>	5 - 12
This report informs the committee of a petition requesting the withdrawal of existing double yellow line restrictions and the introduction of a loading bay/short-term on Berkeley Road near its junction with Kingsbury Road and also the suspension of parking tickets issued by CCTV Camera 226.	

**8 Petition requesting the Council not to carry out a review of the controlled parking zone (CPZ) SH recommended by the October 2013 Highways Committee** 13 - 20

This report informs the committee of a petition requesting the council not to carry out the review of the controlled parking zone SH in Fernbank, Maybank and Rosebank Avenues, Sudbury.

**9 Date of next meeting**

The next meeting of the Highways Committee is scheduled to take place on Tuesday, 14 October 2014 at 7.00 pm.

**10 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.



Please remember to **SWITCH OFF** your mobile phone 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 Thursday 20 March 2014 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Mashari (Vice-Chair) and Councillors A Choudry and R Moher (alternate for Councillor Denselow)

Also present: Councillor S Choudhary

Apologies for absence were received from Councillors Denselow and McLennan

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

None.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 13 February 2014 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

None.

5. **Petition - Kensal Rise Residents Association**

Fiona Mulaisho and Hazel Williams representatives of Kensal Rise Residents' Association (KRRRA) addressed the Committee on a petition on behalf of KRRRA requesting the Council to consider developing a robust traffic management plan for Chamberlayne Road. The representatives stated that Chamberlayne Road was unable to accommodate the excessive volume of traffic, resulting in pollution, traffic congestion and harm to road safety particularly for cyclists. They continued that the 20mph speed limit scheme currently being introduced would not prove to be an adequate solution to the problem and that most of the residents were not aware of the weight restrictions in force in Chamberlayne Road. They therefore requested the Committee to consider a holistic transport management policy with a coherent strategy that could effectively resolve the problems they faced.

In response to members' questions, Fiona Mulaisho clarified that due to its poor road infrastructure, Chamberlayne Road had excessive noise and air pollution levels coupled with vibration from heavy goods vehicles (HGVs) and buses. The situation had been made worse particularly for the pupils of the three local schools. She added that Transport for London (TfL) had refused KRRRA's request to re-route some of the buses from Chamberlayne Road on the grounds that it was not within their (TfL's) remit.

Fiona Mulaisho and Hazel Williams were thanked for addressing the Committee.

**6. Petition for the development of a Traffic Management Policy Strategy for Chamberlayne Road**

Members considered a report that informed of a petition received in October 2013 from Kensal Rise Residents Association (KRRRA) requesting a robust traffic management policy / strategy for Chamberlayne Road. Paul Chandler, Head of Transportation informed members that his team of officers had been working with members of KRRRA to develop the Chamberlayne Road 20MPH Zone scheme. The measures were being implemented to improve safety along Chamberlayne Road between the junctions with Okehampton Road and Harvist Road and in Station Terrace. The works commenced in January 2014. A review would be carried out within 12 months of completion to assess the scheme's effectiveness. Members heard that there was an existing 7.5 tonne weight restriction in the area (Chamberlayne Road north of Bannister Road) which enabled the Council to take enforcement action against heavy goods vehicles exceeding the weight limit without a legitimate reason.

In response to a member's question, Paul Chandler undertook to look into whether the 3 local schools in the area had active travel plans in place. Members heard that it was TfL's responsibility to consider and to authorise the re-routing of bus services or relocation of bus stops, adding that similar requests to TfL made by officers had been refused. In summing up, the Head of Transportation advised members against the petitioner's request to prepare a specific traffic management policy for Chamberlayne Road and that the request be not taken forward.

RESOLVED:

- (i) that the contents of the petition be noted;
- (ii) to note that the Council have invested £130,000 to design and implement the Chamberlayne Road 20MPH Zone scheme in 2013/14 which would reduce accidents and improve conditions for vulnerable road users.
- (iii) that the petitioner's request to prepare a specific traffic management policy for Chamberlayne Road be not taken forward at this time.
- (iv) that periodic enforcement of the 7.5 tonne weight restrictions that apply to Chamberlayne Road would be undertaken.

## 7. **Brent Long Term Transport Strategy**

The Committee received a report that described Brent's objectives and policies in relation to directions for transport and travel priorities for the next 20 years. Paul Chandler, Head of Transportation informed members that the need for transport strategy was driven by the regeneration and growth agenda within the borough with a commitment to deliver thousands of homes and jobs. The strategy was therefore centred on the need to support the growth areas, providing the transport improvements needed to make them both attractive and accessible and to support key social infrastructure such as new schools and health facilities.

The Head of Transportation informed the Committee about a workshop held with Executive members in February 2014 at which the draft Long Term Transport Strategy objectives were presented. He continued that subject to amending the draft to incorporate issues raised, it was agreed that consultation should take place during 2014. He outlined the detailed consultation plan and timeframes that would be developed including consultation with and/or presentations to, Councillors, all Brent Connects forums, other appropriate public meetings including major resident association meetings, open invite event for residents and on-line feedback. Following public consultation, all comments would be considered and the Long Term Transport Strategy updated to reflect agreed changes and a final draft reported to the Highways Committee and Executive for approval and adoption.

RESOLVED:

- (i) that the draft Long Term Transport Strategy for Brent be approved, subject to inclusion of changes agreed by the Executive;
- (ii) that the draft Long Term Transport Strategy be subject to public and stakeholder consultation during 2014, and be reported back to the Highways Committee and Executive for final approval.

## 8. **Any Other Urgent Business**

### Pilot Parking Removal Scheme

The Committee received a background briefing paper and a presentation by David Thrale, Head of Service Safer Streets, on a pilot removal scheme. The pilot was for a period of 4 to 6 months.

It was noted that the Pilot Removal Scheme would be the subject an officers' report to the next Executive meeting on 22 April 2014. Members recommended that the Executive consider this Pilot scheme. Members also recommended to the Executive that following the Pilot, a full appraisal report be presented to the Highways Committee for their consideration and implementation of amendments to the Protected Parking Scheme.


9. **Date of Next Meeting**

It was noted that the date of next meeting would be confirmed after the Council's Annual General Meeting (AGM) on 4 June 2014.

The meeting closed at 7.40 pm

J MOHER  
Chair



 <b>Brent</b>	<p style="text-align: center;"><b>Highways Committee</b> 17 July 2014</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
<p>For Action <span style="float: right;">Wards Affected: Queensbury, Fryent and Kenton</span></p>	
<p><b>Petition for the withdrawal of double yellow lines and introduction of a loading bay /short-term parking on Berkeley Road NW9 near its junction with Kingsbury Road</b></p>	

## 1.0 Summary

- 1.1 This report informs the Committee of a petition requesting the withdrawal of existing double yellow line restrictions and the introduction of a loading bay/short-term on Berkeley Road near its junction with Kingsbury Road and also the suspension of parking tickets issued by CCTV Camera 226.

## 2.0 Recommendations

- 2.1 That the Committee note the contents of the petition and the issues it raised.
- 2.2 That the Committee instructs officers to consult on the provision of a loading bay on Berkeley Road near its junction with Kingsbury Road through its 'short sections for waiting and loading' programme 2014/15.
- 2.3 That, subject to the outcome of the scheme consultation, the Committee authorises the Head of Transportation to undertake statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders and associated signing and road marking works required to implement the changes, or to report back to the Highways committee if objections are substantial.
- 2.4 That the Committee notes that officers will consider waiting and loading in the area as part of the planned Kingsbury Town Centre – Public Realm Improvements and Collision reduction scheme that will be developed 2014/15 and 2015/16.

2.5 That the Committee notes that CCTV enforcement at this location will continue as it enables the Council to improve compliance with waiting and loading restrictions, providing a safer and less congested network.

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

### **3.0 Details of Petition**

3.1 A petition has been received by the Council from local businesses, their suppliers, residents and customers of The Arcade, 574-612 Kingsbury Road. The petition has been verified in accordance with the council's procedures and has 98 signatures.

3.2 The full wording of the petition is:

*"Traders, supplier and customers in The Arcade, 574-612 Kingsbury Road and others in the adjacent area are facing great difficulty due to double yellow lines on Berkley Road, NW9 adjacent to Kingsbury Road. Vehicles cannot park to load and unload goods and supplies and if they do park are picked up by CCTV and fines heavily. This is having a drastic negative impact on local entrepreneurs.*

*The undersigned petitioners request Brent Council to remove the double yellow lines on Berkley Road near the junction with Kingsbury Road and to introduce a loading bay or short term parking alongside The Arcade. This will enable local businesses to continue their trading and will demonstrate Brent Council's policy of supporting small and local enterprises in these hard economic times.*

*We the undersigned want London Brent Council to:*

*Suspend all parking tickets issues by camera 226 sighted on the corner of Berkley Avenue NW9 Vehicles of customers and suppliers on legal business in the Kingsbury Arcade."*

A copy of the petition is available for inspection by Members of the Highways Committee.

### **4.0 Background**

4.1 Berkeley Road is a predominantly residential road running between A4006 Kingsbury Road and Princes Avenue. It is one way southbound from Princes Avenue to the access for the Aldi supermarket car park just north of the junction with Kingsbury Road. The section between Kingsbury Road and Aldi car park is two way. There is no access for northbound traffic beyond the car park entrance.

4.2 The section under consideration is the two way section between Kingsbury Road and the entrance to Aldi car park. It serves a number of shops, the

service entrance and car park entrance/exit for Aldi, a few residential properties and a block of flats.

- 4.3 There are currently 'no waiting at any time' restrictions (double yellow lines) on both sides of the carriageway which means a vehicle may or wait or park at any time throughout the day. There are no loading restrictions therefore dropping off or picking up of passengers and loading or unloading of a vehicle is permitted.
- 4.4 Traders have expressed concerns to the Council that their suppliers and customers are experiencing difficulties loading / unloading as a result of these current restrictions. They have also expressed concerns that they are receiving increased penalty notices when loading and unloading as a result of the CCTV camera used for enforcement which is located on the corner of Berkeley Road and A4006 Kingsbury Road.
- 4.5 The petitioners have requested that the double yellow lines are removed and a loading bay or short term parking is provided and that any Penalty Notices for legitimate business use such as loading and unloading are suspended.

## **5.0 Investigation**

- 5.1 The location was visited and vehicles were observed parking both for long periods and for the purposes of loading and unloading activities. Whilst loading and unloading is currently permitted waiting for any other purpose is not.
- 5.2 The existing parking activities can result in congestion at the junction where vehicles are parked too closely particularly as this is used by heavy goods vehicles. This can result in vehicles being in the middle of the road whilst waiting to exit the junction which restricts vehicles entering the junction. This can have a negative impact on both road safety, where sight lines are obscured near the junction and also the traffic flow on the A4006 Kingsbury Road which is a busy main route and the surrounding area. Vehicles parked near the entrance to the car park and delivery access for Aldi could restrict vehicle movement.
- 5.3 Loading and unloading is permitted at this location and it would be feasible to provide a formal bay permitting loading and unloading activities for a period of 20 minutes. This could be for two vehicles and it would make enforcement easier as there would be no confusion over the purpose of the bay and vehicle use. Due to access issues amendments would ensure that both the main junction and the Aldi access are protected. Therefore it is recommended that the current 'no waiting at any times' are retained at the junction and opposite the access and loading restrictions are introduced in these areas.
- 5.4 The proposals have been assessed and meet the criteria approved by Highways Committee on 19 March 2009 for inclusion in the Councils Short Sections of Waiting and Loading Restrictions Programme for 2014/15.

- 5.5 For customers that wish to park to do their shopping 'pay and display' parking is available a short distance away in Kingsbury Road and in the local car park to the rear of the shops opposite which holds 78 spaces. Parking is also unrestricted in Berkeley Road. **Appendix A** - identifies parking available in the locality and the approximate location where a new loading bay could be provided.
- 5.6 It should be noted that loading bays are provided for commercial use and for picking up and dropping off goods. This would not include shopping, for example, purchasing the goods then taking them to a vehicle. However, it would include collecting prepaid goods. Therefore, it is likely that many customers will not be able to use the loading bay and would need to find suitable parking nearby.
- 5.7 The effect of introducing CCTV enforcement of the local area means that the Council are able to bring about parking compliance in the local area. Fairly often, Civil Enforcement Officers (formerly known as parking attendants) are unable to resolve yellow line parking problems on the basis that the drivers of vehicles are close-by, and are alerted to the presence of officers. This enables the vehicles to be temporarily moved in order to avoid enforcement action. Enforcement using CCTV has ended this problem and generates constant (rather than temporary) parking compliance; this enables the Council to ensure both a safer road network (for motorists and pedestrians) and also secure the expeditious movement of traffic through the borough's road network.
- 5.8 Camera enforcement is supplementary to the enforcement carried out by Civil Enforcement Officers. Berkeley Road has double yellow lines at the junction of Kingsbury Road, and vehicles have occasionally (and correctly) been issued Penalty Charge Notices (PCNs) for parking on them. Double yellow lines, as clearly indicated in the Highway Code, mean that waiting is not permitted. Loading and unloading activity may take place; if customers are loading/unloading they should not fear enforcement action being taken.
- 5.9 Should a loading bay be introduced in Berkeley Road, camera 226 would continue to be used in order to monitor and ensure compliance with the Council's traffic orders. Camera operators will monitor the location for signs of loading/unloading activity prior to enforcement action.
- 5.10 In respect of the PCNs already issued on Berkeley Road, officers follow the statutory processes prescribed by the Traffic Management Act 2004 to consider representations and appeals made against these notices. The Registered Keepers of vehicles who have received PCNs are entitled to make representations to the Council; and officers will consider each case based upon its own merits, considering both evidence collected in support of the contravention and evidence submitted by the registered keeper in support of an applicable exception. Should officers decide to uphold notices registered keepers will be offered an opportunity to appeal to an independent tribunal, the Parking and Traffic Appeals Service (PATAS), who will make an impartial decision on the case.

## **6.0 Additional Information**

- 6.1 The Council are currently developing a scheme for Kingsbury Town Centre to improve the public realm and also reduce collisions in the area. The scheme will be developed in 2014/15 and 2015/16 as part of the process for applying for major scheme funding from Transport for London with implementation in the following year/s subject to funding.
- 6.2 The development of the scheme will involve engagement with the local community including the local businesses in the area. As part of this scheme all waiting and loading provisions in the area will be considered including the section of Berkeley Road off Kingsbury Road.
- 6.3 As this scheme is still in the early development stage it is not recommended to postpone any interim changes to the existing restrictions and therefore proceed with the proposal detailed in paragraph 5.3
- 6.4 That the Committee notes that officers will consider waiting and loading in the area as part of the Kingsbury Town Centre – Urban Realm Improvements and Collision reduction scheme planned to be developed 2014/15 and 2015/16.

## **7.0 Financial Implications**

- 7.1 The cost of the proposal detailed in paragraph 5.3 is estimated at £2,000.
- 7.2 These proposals can be consulted on and implemented using the £80,000 Transport for London capital budget for 2014/15 allocated through the boroughs Local Implementation Plan for waiting and loading amendments.
- 7.3 There are no implications in the Council's revenue budgets arising from this report.

## **8.0 Legal Implications**

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

## **9.0 Diversity Implications**

- 9.1 There are no equalities implications arising from this report.

## **Appendices**

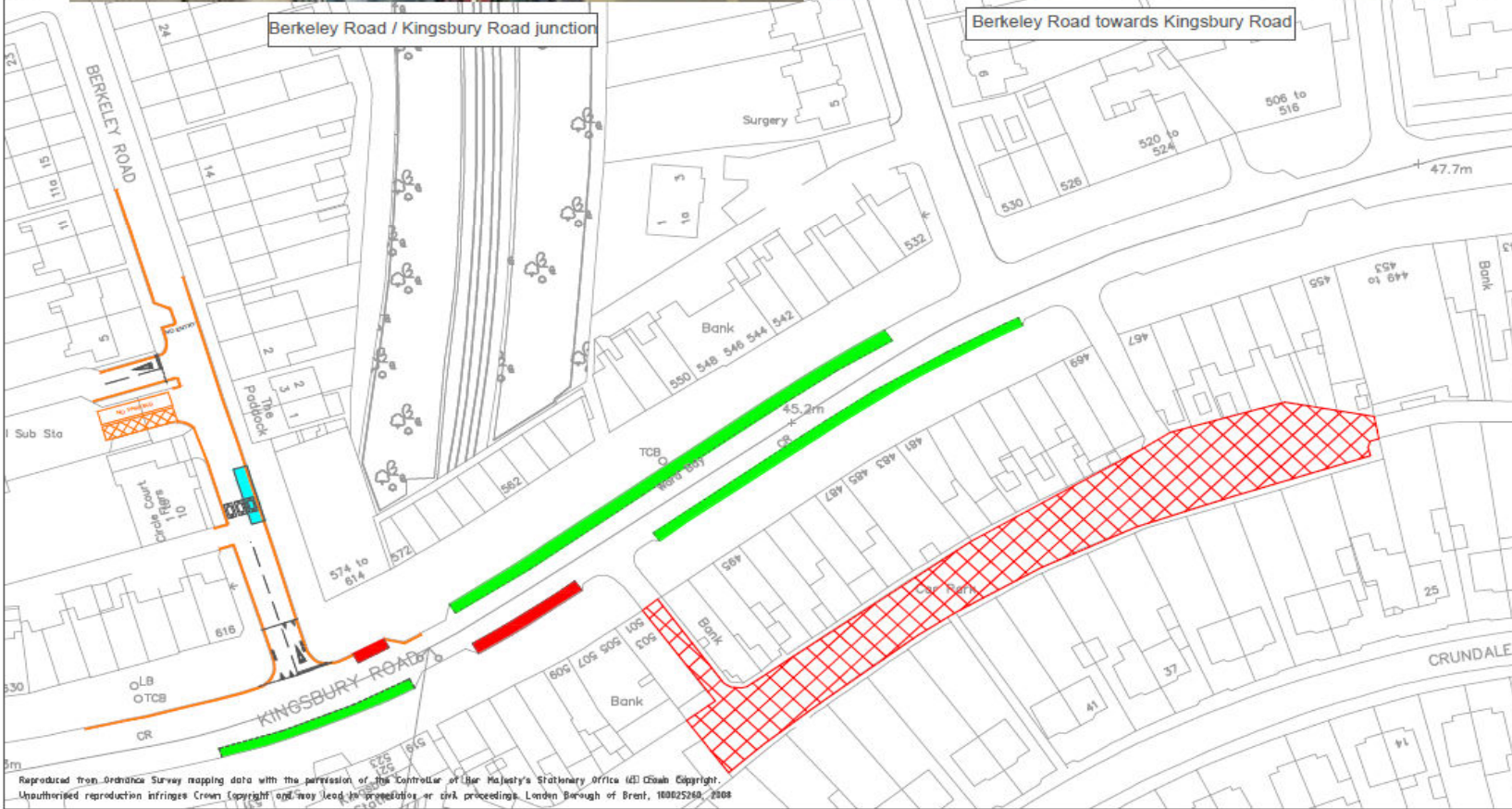
Appendix A – Area plan showing existing parking facilities and the approximate location of the proposed loading bay

## **Background Papers**

None

## Contact Officers

Sandor Fazekas, Project Development Manager (ext. 5113)  
Naomi Barnes, Team Leader Highways and Traffic Design (ext. 5181)  
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Notes

- Existing road markings
- Proposed loading bay
- Proposed road markings
- Existing pay & display bays
- Existing car park (78 spaces)
- Existing disabled / taxi / M/cycle bay

Rev	Revision Note	Date

London Borough Of Brent  
 Environment & Neighbourhood Services  
 Highway and Transport Delivery  
 Brent Civic Centre, Engineers Way  
 Wembley, Middlesex, HA9 0PJ

Job Title  
 SHORT SECTIONS OF LOADING  
 & WAITING RESTRICTIONS  
 MINOR WORKS PROGRAMME


Drawing Title  
 PROPOSED / EXISTING  
 WAITING RESTRICTIONS  
 BERKELEY ROAD

Scale	A4	Designed	NS
NTS		Drawn	NS
Date created	30.05.2014	Checked	
		Approved	

Drawing No. HD-SSWR R52 A  
 CAD Ref.

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 <b>Brent</b>	<p style="text-align: center;"><b>Highways Committee</b> 17 July 2014</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
For Action	Wards Affected: Sudbury
<b>Petition requesting the Council not to carry out a review of the controlled parking zone (CPZ) SH recommended by the October 2013 Highways Committee</b>	

## 1.0 Summary

1.1 This report informs the Committee of a petition requesting the Council not to carry out the review of the controlled parking zone SH in Fernbank, Maybank and Rosebank Avenues, Sudbury.

## 2.0 Recommendations

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

2.2 That the Committee instructs the Head of Transportation to proceed with consultation on a review of the controlled parking zone SH in 2014/15 as previously approved by the Highways Committee at the meeting on 10<sup>th</sup> October 2013.

2.3 That the Head of Transportation reports the results of the consultation to a future Highways Committee with recommendations on whether or not to proceed with any amendments to existing restrictions.

2.4 That if the results of the consultation do not support changes, that no further review is considered within 2 years of the date of decision by the Highways Committee.

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 Petition

3.1 At the meeting of the Highways Committee on 10 October 2013, members considered a petition from local residents and businesses in Fernbank, Mabank and Rosebank Avenues which was verified as having 109 signatures.

3.2 The full wording of the petition was:

*‘ In view of the recent increases in Residents Parking Permit Charges and reductions in number and increased charges for visitors permits we call on Brent Council to undertake an early review of the controlled parking zone operating in Fernbank, Maybank and Rosebank Avenues, Sudbury.’*

3.3 At the meeting of the Highways Committee on 10<sup>th</sup> October 2013, members resolved to include the review of CPZ SH in the 2014/15 Financial year.

3.4 In January 2014 the Council received a petition in the form of survey of the opinions of local residents and businesses of Fernbank, Maybank and Rosebank Avenues. The petition has been verified in accordance with the Council’s procedures and has more than 200 signatures.

3.5 This petition was undertaken after the decision made by the Highways Committee instructing officers to carry out a review of the SH zone.

3.6 The latest petition / survey was organised and submitted by the main petitioner Mr Yasir Hai. The objective of this petition/survey was then to find out whether the views of the local residents expressed in the October 2013 petition were representative of the majority of residents. In order to verify his claim the main petitioner produced a questionnaire and delivered it by hand to all the households within the zone.

3.7 The questionnaire asked residents whether to retain, shorten or increase the parking restriction times. It also asked residents whether to remove or retain the visitors scratch permits and whether they are satisfied with the online permit purchase system.

3.8 A copy of the survey report, questionnaire, survey results and signatures are available for inspection by Members of the Highways Committee. In summary, the main petitioner claims that 125 households from Fernbank, Rosebank and Maybank yielded 237 signatures.

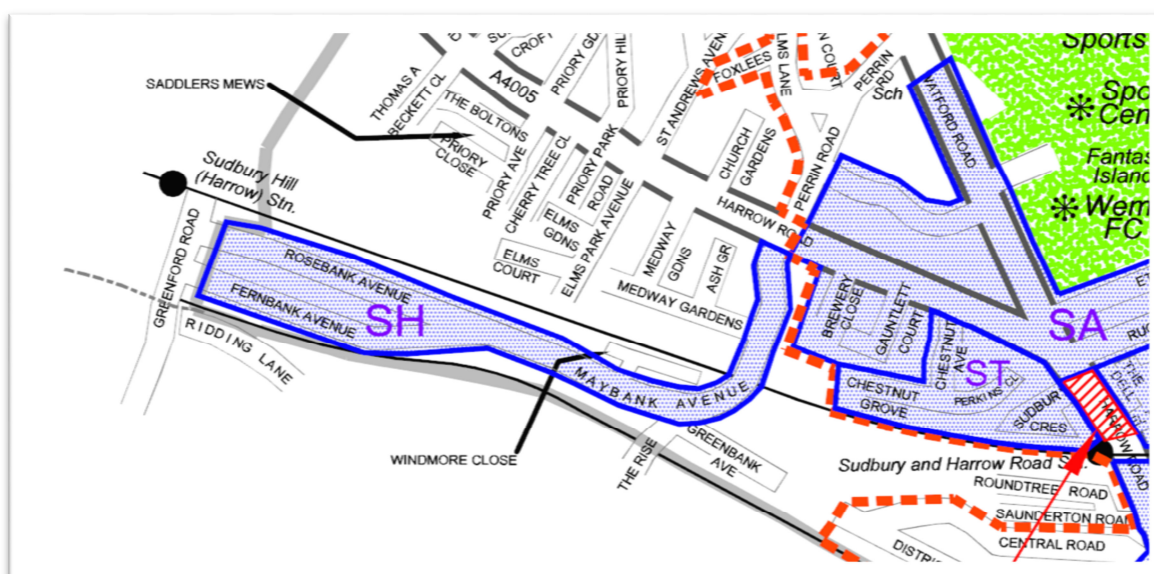
3.9 The main petitioner also claims that those who responded to the questionnaires demonstrated;

- 63% of residents would like the SH CPZ to remain unchanged.
- 95% of residents want to retain the scratch card system.
- 90% of residents believe the online system is NOT user friendly

- 3.10 In light of the above results, the main petitioner believes that there is no need for the Council to review the CPZ SH and asks members to withdraw their decision made in October 2013 committee.
- 3.11 The lead petitioner also provided a report on the history of the SH CPZ and comments on parking concerns in the area.

## 4.0 Background

- 4.1 The Controlled parking zone SH (CPZ SH) is located in Sudbury (see map below) and was introduced in two phases. The original scheme included Rosebank and Fernbank Avenues and was introduced in December 2003 and then extended in November 2005 to include Maybank Avenue.



- 4.2 The scheme was implemented to:
- Remove commuter and long-term non-residential parking from the area;
  - Improve road safety by removing obstructive parking from junctions;
  - Reduce the level of traffic in the area by regulating parking on-street; and
  - To attract more customers to local businesses by allowing greater turnover in parking spaces.
- 4.3 The scheme's operational times were agreed with residents and businesses at the time of the original scheme consultation and it currently operates from 8.00am to 6.30pm, Monday to Saturday excluding bank holidays.
- 4.4 The zone is located between two railway lines with Sudbury Hill station to the west and Sudbury and Harrow Road to the east. Many of the properties in the

zone are residential terraced houses and the vast majority do not have the option of off-street parking spaces.

- 4.5 In February / March 2007, officers carried out a review of the zone by consulting with residents and businesses on how the CPZ was operating and on how the scheme could be improved.
- 4.6 The consultation showed that the majority of respondents were fairly satisfied with the CPZ overall. They stated that the hours of operation 8.00am - 6.30pm should remain unchanged, but they were very dissatisfied with the days of operation from Monday to Saturday and preferred to change it to Monday to Friday.
- 4.7 The results of the consultation were reported to the March 2008 Highways Committee. Members noted the results of the consultation. However the Committee felt that the results did not show decisive support to amend or retain the operational times of the zone and members decided to keep the operational times of 8.00am to 6.30pm, Monday to Saturday unchanged.
- 4.8 Members were also asked at this time to note that residents from Rosebank and Fernbank Avenue had expressed concerns about the level of parking within the SH Zone, particularly from residents of Maybank Avenue. It was noted that it would be difficult to create a separate zone for Rosebank Avenue and Fernbank Avenue exclusively (as requested by residents to prevent parking by Maybank residents), but that the Council would continue monitoring the situation in the new financial year.

## **5.0 Response to the petition**

- 5.1 Members are reminded that Transportation has no revenue funding for a formal CPZ review programme. However, the report to the Highways Committee on 12 March 2013 titled; Parking and Waiting Restrictions Review Programme was approved and this explained the approach that each request to review a scheme would be considered on its own merit and is subject to an assessment process. That process was applied to the CPZ SH and the proposal to review the zone met the criteria.
- 5.2 Officers have noted the results of the survey carried out and included in the latest petition. However, officers doubt the impartiality and reliability of the information as it was not carried out in accordance with the Councils normal consultation process which would include a questionnaire for equalities analysis and give residents the option to request the information in a larger font or have it translated.
- 5.3 Residents that have a particularly strong view against a review may not have collected the information dispassionately and therefore the results may not be representative of the views of the local community.
- 5.4 It is therefore recommended that Members instruct officers to proceed in carrying out a consultation on the review of the zone SH as previously agreed

so that the Council will be able to validate the data and recommend proposals based on the returned questionnaires and comments received.

- 5.5 It is also recommended that the Head of Transportation reports the results of this consultation back to a future Highways Committee for a decision on whether to consider allocating funding for implementing operational changes.
- 5.6 A further recommendation is that if the results of the consultation do not support changes, that no further review is considered within 2 years of the date of decision by the Highways Committee.
- 5.7 Officers note that the results of this survey purport to show that 95% of residents want to retain the scratch card system. The Council's Executive agreed on 19<sup>th</sup> September 2012 to replace Visitor Scratch Cards with daily virtual permits to tackle abuse of the scratch card scheme and reduce the cost of enforcement. Scratch cards are easily transferred or sold to people who are not entitled to use them and no monitoring is possible of the circumstances of their use.
- 5.8 The results of this survey also purport to show that 90% of residents believe the online system is not user friendly. Officers acknowledge that the removal of scratch cards and introduction of virtual visitor permits has not been popular with many residents. Whilst the change has increased the number of ways customers can access this service, including online, over the telephone, through SMS messaging or at various pay points across the borough instead of just at two parking shops, some residents report finding the service difficult to use. The volume of daily visitor permits purchased is increasing and during the fiscal year of 2013/14 was 168,000 credits. This would suggest that virtual permits are becoming more widely accepted. The online service will be reviewed taking into consideration user feedback. The feedback from this survey that the system is not user friendly will be considered at the next review

## **6.0 Financial Implications**

- 6.1 As approved at the Highways Committee in October 2013, officers have allocated £10,000 for the review of the SH zone and minor amendments.
- 6.2 This allocation is from the 2014/15 Local Implementation Plan budget of £80,000 for waiting and loading restriction amendments.
- 6.3 Members should note that this allocation is only sufficient to fund the consultation and low cost amendments, and any significant changes would be subject to the availability and allocation of additional funding.
- 6.4 There are no cost implications on the Councils revenue budgets as a result of this report.

## **7.0 Legal Implications**

- 7.1 There is no legal duty on the Council to review controlled parking zones

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

## **8.0 Diversity Implications**

8.1 There are no equalities implications arising from this report.

### **Background Papers**

Report to the Highways Committee on 10th October 2013 titled;  
Petition Requesting a review of Parking Zone SH in Fernbank, Maybank  
and Rosebank Avenues, Sudbury.

### **Contact Officers**

Sandor Fazekas, Projects Development Manager (ext. 5113)  
Hossein Amirhosseini, Team Leader Highways and Traffic Design (ext.5188)

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