



**Highways Committee**  
12 March 2013

**Report from the Head of Transportation**

For Action

Wards Affected:  
All

**Parking and Waiting Restrictions Review Programme 2013/2014**

**1.0 Summary**

- 1.1 This report informs and seeks the approval of the Committee to deliver a parking and waiting restrictions review programme during 2013/14 utilising Local Implementation Plan (LIP) funds allocated during that financial year for amendments to loading and waiting restrictions.

**2.0 Recommendations**

- 2.1 That Committee approves the proposed parking and waiting restrictions review programme for 2013/14.
- 2.2 That a 2013/14 LIP capital funding allocation of £60k is used to investigate and amend parking and waiting restrictions listed in the programme.
- 2.3 That the £60k budget is allocated as follows;
- £40k to investigate and implement short sections of waiting and loading restrictions (SSWR) borough wide; and
  - £20k to review parking waiting and loading restrictions in controlled parking zone areas.
- 2.4 That the Committee delegates authority to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial, but otherwise to implement the schemes with minor modifications, if appropriate.

**3.0 Background**

- 3.1 At the Full Council meeting of 28<sup>th</sup> February 2011, a report titled "2011/12 Budget and Council Tax" was approved and a £300k revenue budget used for periodic review and amendment of the boroughs CPZ's was reduced by £240k

for 2011/12 and by a further £60k for 2012/13. In this report members agreed to reduce the revenue funding available, the effect of which would be to cease work to introduce new, and review or adjust existing CPZ schemes. Members are therefore reminded that there is currently no revenue budget available to introduce or amend controlled parking zones (CPZ).

- 3.2 Since withdrawal of the CPZ review budget, the Council has received a number of requests for changes to existing parking zones to address disparities in operational hours. Officers were unable to action investigations into these proposals, or to action any changes to CPZ operations, in the absence of a review budget.
- 3.3 In addition to requests to amend CPZs, the Council regularly receives requests for site-specific parking and loading restrictions to deal with a variety of parking issues on the Brent network, including:
- Commuter parking near train stations;
  - Parking on narrow streets including grass verges;
  - Short term parking near schools;
  - Short term parking for customers outside shops;
  - Short term loading provision outside shops;
  - Short and long term parking in industrial areas; and
  - Hazardous parking near junctions and on bends.

#### **4.0 Proposed Review Programme**

- 4.1 In a report to Highways Committee on 7<sup>th</sup> February 2013 “2013/14 Capital Programme – Local Implementation Plan: TfL Allocation”, members noted that the Council has secured an infrastructure improvement fund of £60k for “site specific waiting and loading restriction reviews”. This fund is for the purpose of investigating the need for, and delivering where appropriate, new or existing waiting and loading restrictions where problems have been identified. This funding is within the scope of the LIP allocation
- 4.2 Use of this element of LIP funding is ring-fenced for waiting and loading restriction reviews and will be used to introduce short sections of waiting and loading restrictions where there are notable hazards, congestion, obstructions or inconvenience to road users resulting from on-street parking or loading. Although ring-fenced for parking and loading reviews, use of this fund is discretionary at a local level and it is proposed to allocate a proportion of the fund for the specific purpose of investigating and reviewing potential changes to CPZ controls through a priority assessment process described in Section 4.4 below.
- 4.3 Officers are proposing to allocate 33% of the fund, £20k, for reviewing parking related schemes within CPZ areas, with the remaining 66%, £40k used to investigate and implement site-specific changes to parking and loading restrictions. Note that a higher proportion of the funding has been assigned to reactive works as these tend to be road safety related schemes and as many as 70 requests are received per year for investigations of this nature.

## Controlled Zone Review Programme 2013/14

- 4.4 CPZ areas where either petitions or a significant number of complaints have been received have been identified for investigation. An assessment of these proposals was undertaken through the process shown in **Appendix A**. The assessment indicates that the following changes to CPZs justify a more extensive consultation with zone residents. The following programme has therefore been developed for 2013/14:

### Controlled Zone Review Programme 2013/14

Scheme	Ward	Reason	Allocation
Ealing Road (Zone E) CPZ	Wembley Central and Alperton	Investigation following a petition to review operational times of the CPZ as reported to the 17 <sup>th</sup> July 2012 Highways Committee.	£3.0k (review and consultation)
CPZ KD	Kilburn and Queens Park	Investigation following a petition to remove Bank Holiday restrictions as reported to the 12 <sup>th</sup> December 2012 Highways Committee.	£3.0k (review and consultation)
CPZ KS	Brondesbury Park	Large number of requests to reduce the operational hours so that they are consistent with adjacent areas.	£3.0k (review and consultation)
Implementation of approved schemes (see process in Appendix A)	As above	N/A	£11.0K
<b>Total</b>			<b>£20.0k</b>

- 4.5 It is proposed to allocate a total of £20k to enable potential changes to parking controls in CPZs. Initially £9k would be spent on investigation and consultation. £11k would then be available to implement one or more of the proposed zone changes, subject to consultation outcomes and budget estimates for required TMO changes and physical works (signage changes).
- 4.6 The number of CPZ changes that can be made during 2013/14 would be restricted by the implementation budget of £11k and would depend on estimated costs and specific requirements within each zone. Agreed changes that are unfunded during 2013/14 would be deferred to 2014/15, subject to the availability of LIP funding.

### Short Sections Programme 2013/14

- 4.7 Requests for parking and loading restriction changes are received from a variety of sources, including residents, businesses, the Councils enforcement

team, refuse collection service, London buses and emergency services. Requests are often received as a consequence of road traffic accidents or accessibility problems due to obstructive and dangerous parking. The majority of requests for action lie outside of Controlled Parking Zones, where there are either existing restrictions that require amendments, or where no parking or loading restrictions are present.

- 4.10 Given the restricted budget for new parking or loading restrictions, not all of the approximately 70 requests received can be delivered in a given year. A report to Highways Committee on 19<sup>th</sup> March 2009 titled "Implementation of Short Sections of Loading and Waiting Restrictions (SSWR) in the Borough" provided members with details of the procedures and assessment criteria used for prioritising schemes, which include origin of requests; road layout; widths; site location (busy pedestrian routes, locality of schools etc.); parking density; obstructions caused and; road safety issues (such as blocking sight lines). All requests will be prioritised against these criteria and up to £40k of localised improvements will be delivered during 2013/14. **Appendix B** identifies the criteria for prioritisation.

## **5.0 Financial Implications**

- 4.1 Transport for London has allocated a total of £60k capital funding for the borough's parking and waiting restrictions review programme for the 2013 -14 financial year. This allocation will fund the costs for the schemes identified in this report.
- 4.2 There are no cost implications on the Councils revenue budget as a result of this report.

## **5.0 Legal Implications**

Any changes identified in the future and approved for implementation will require production of new, or amendment of existing, traffic regulation orders under the Road Traffic Regulation Act 1984.

## **6.0 Diversity Implications**

- 6.1 There are no equalities implications arising from this report. However, an assessment will be carried out on a scheme by scheme basis in conjunction with the consultation process.

## **Background Papers**

Full Council Report; 2011/12 Budget and Council Tax, 28th February 2011.

Highways Committee Report; 2013/14 Works Programme LIP: TfL Allocation, 7th February 2013.

Highways Committee Report; Implementation of Short Sections of Loading and Waiting Restrictions (SSWR) in the Borough, 19th March 2009.

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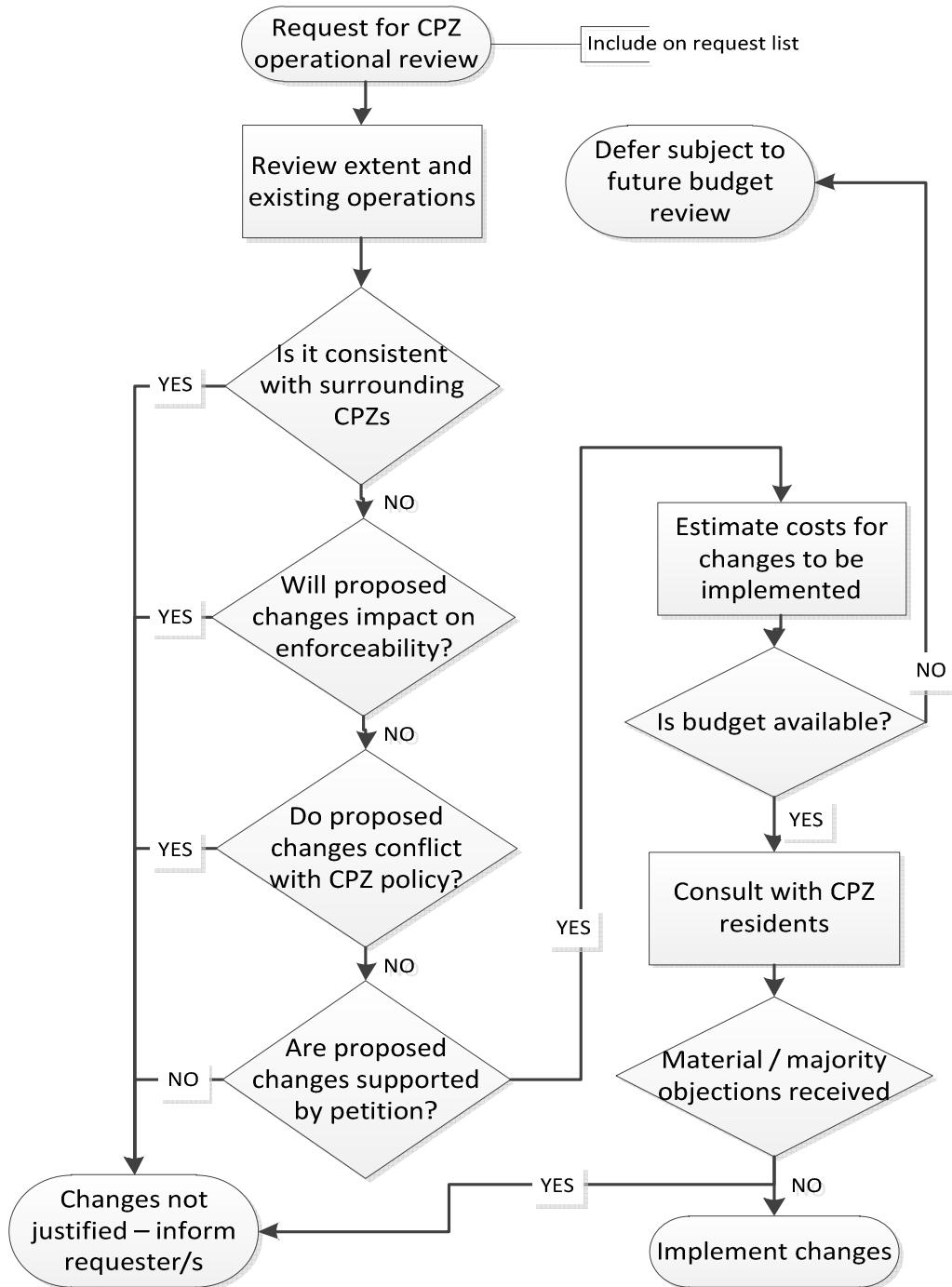
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**APPENDIX A – Assessment Criteria for CPZ Review / Amendments**

<b>CPZ Area</b>	<b>Description of proposed change</b>	<b>Is it consistent with surrounding zones?</b>	<b>Are changes significant?</b>	<b>Will they impact on enforceability?</b>	<b>Does proposal conflict with CPZ policy?</b>	<b>Has there been significant demand for change via petition?</b>
Zone KD	Request for removal of Bank Holiday parking restrictions.	No – surrounding zones allow Bank Holiday parking.	No – minor changes to Order required and removal of supplementary plates on boundary signs.	No – no changes to enforcement regime will be required aside from removal of enforcement on Bank Holidays.	No	Yes – petition received and reported to Highways Committee on 18 <sup>th</sup> December 2012.
Ealing Road (Zone E) CPZ	Request for reduction of the operational hours.	No- Surrounding zones have different operational times.	Yes- Changes to Order required and all the signs within the zone including supplementary signs.	No- no changes to enforcement regime aside from the reduced enforcement as a result of operational times reduction.	No	Yes- petition received and reported to Highways Committee on 17 <sup>th</sup> July 2012.
CPZ KS	Request for reduction of the operational hours.	No- Surrounding zones have different operational times.	Yes- Changes to Order required and all the signs within the zone including supplementary signs.	No- no changes to enforcement regime aside from the reduced enforcement as a result of operational times reduction.	No	No- However, a large number of requests from residents via local Councillor.

**Appendix A (Continued)**

**Assessment Process for CPZ Reviews**



## Appendix B – SSWR Criteria

Waiting restrictions (double & single yellow lines) - Assessment Criteria (for restrictions at junctions , corners and other locations)	
<b>Category A – ‘Origin of request’</b>	
Emergency services Other essential service	3
Bus operators (official routes) Council Service (refuse collection, transport services, etc.)	2
MP, Councillor, Consultative Forum	1
General Public Freight operators Other	1
<b>Category B – ‘Layout of the location’</b>	
Junction, bend, brow of a hill, bus stop, narrow road (width <3.5m),etc.	1
<b>Category C – ‘Problem type / transport mode’</b>	
Pedestrian routes and shopping areas with pedestrian movement Road safety / accidents main routes On a route to school / in vicinity of school Access to emergency services base, hospital, etc.	3
Cycle routes / obstruction (not LCN) Bus Routes / obstruction (not LBPN/LBI) Road safety / accidents minor routes Disabled / elderly / child / pedestrian safety	2
Industrial areas safety / obstruction General congestion / obstruction for through traffic	1
Poor access to residential parking Vehicular access obstruction Other private car issues	0
<b>Category D – ‘Parking density / frequency’</b>	
Heavy parking Parking constant / most times of the day	3
Moderate parking Constant parking only at particular times of day (evenings, peak hours)	2
Light parking Generally able to find a parking space in vicinity	1
No problem	0
<b>Category E – ‘Access / obstruction’</b>	
Obstruction occurs constantly / most periods of the day Emergency services access affected	3



Obstruction occurs at particular times of day of the day (evenings, peak hours)	2
Obstruction occurs occasionally (not every day)	1
No problem	0
<b>Category F – ‘Road safety / road user visibility’</b>	
Visibility severely obstructed Motorist / pedestrian / cyclist visibility obstructed	3
Visibility obstructed at particular times of day of the day only (evenings, peak hours)	2
Visibility obstructed occasionally (not every day)	1
No problem	0