



Cabinet
15 October 2018

**Report from the Strategic Director of
Regeneration and Environment**

On- Street Parking Management Review

Wards Affected:	All
Key or Non-Key Decision:	Non-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:	Two: <ul style="list-style-type: none">• Requests for new CPZs, CPZ reviews and parking restrictions• Parking Management Review Programme 2018/19
Background Papers:	None
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1.0 Purpose of the Report

- 1.1 This report provides Cabinet with an update on the On-Street Parking Management Review, further to the report to Cabinet on 12 February 2018.
- 1.2 It provides details of an analysis of feedback from the public to identify levels of demand for introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs.
- 1.3 This report considers levels of support for proposed changes and recommends schemes for inclusion in the 2018/19 annual review programme to progress to public consultation and thereafter, decisions on the schemes will be made by the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Regeneration, Highways and Planning.

2.0 Recommendations

- 2.1 That Cabinet notes the petitions received and online requests for changes to parking management in the Borough for the period between 6 November 2017 and 14 August 2018.
- 2.2 That Cabinet approves the 2018/19 programme regarding the proposed new and review Controlled Parking Zone (CPZ) schemes as set out in Appendix 2 to this report for implementing changes to on-street parking arrangements to go out to public consultation.
- 2.3 That Cabinet delegates authority to the Strategic Director for Regeneration and Environment to decide whether to approve the said proposed CPZ schemes and any necessary Traffic Management Orders resulting therefrom in consultation with the Cabinet Member for Regeneration, Highways and Planning following the public and statutory consultation processes.
- 2.4 That Cabinet notes the financial implications within this report and agrees a budget provision of £91,000 to deliver the programme, subject to consultation.
- 2.5 That Cabinet authorises the Strategic Director for Regeneration and Environment to make arrangements to contact the lead petitioners to inform them of the responses on behalf of the Council in relation to their six respective petitions, as proposed and set out in paragraphs 3.6 to 3.11 in this report.
- 2.6 That Cabinet notes that the online information, guidance and application process for parking changes will continue to remain in place, and that requests will be considered when developing future programmes.

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 15 November 2016. This report set out the approach, scope and how a programme would be developed and implemented. It provided information on how areas where there are numerous requests for changes, there is evidence of on-street parking pressures and also a high level of public support would be prioritised with the aim of introducing on-street parking controls that will benefit residents and businesses alike.
- 3.2 Information about the on-street parking management review and an online application form have been available from 1 December 2016 whereby residents and businesses could apply for new CPZ's, changes to existing CPZ's or the Wembley Stadium Protective Parking Scheme (WSPPS) or new waiting and loading restrictions. Residents and businesses are encouraged to submit petitions to demonstrate that there is a high level of support for proposed new CPZs or reviews of existing CPZs.
- 3.3 Cabinet considered a report on 24 July 2017 and approved the 2017/18 programme, subject to public consultation and further approval.

- 3.4 A further report was considered by Cabinet on 12 February 2018 to provide an update on requests for the period between 25 April 2017 and 6 November 2017. Cabinet agreed that the numbers of requests received for this period did not demonstrate a high enough level of support to be considered further, and therefore no new schemes were included in the programme.

Demand

- 3.5 An analysis of requests received between 6 November 2017 to 14 August 2018 has been summarised below;
- 6 further petitions for new CPZs or changes to existing CPZs were received
 - 132 requests for parking changes were received via the online application process
 - 72 of these requests are for new CPZs
 - 48 of these requests are for changes to existing CPZs
 - 3 requests are for changes to the Wembley Stadium Protective Parking Scheme.
 - 14 requests are for new yellow line waiting restrictions

Appendix 1 provides a summary of the requests received. Some requests were for more than one change.

Petitions

- 3.6 The first petition is requesting the removal of parking in MW zone on Saturdays (see Appendix 1). MW Zone operates 8.00 am - 6.30 pm Monday to Saturday and includes around 20 streets, some near Willesden Green underground station. The petition contained 79 signatures, 30 from residents that live inside the zone. Officers are of the opinion that the removal of the Saturday restriction in this zone would result in parking pressure in residential streets and do not consider the petition to demonstrate a high level of demand in the zone.
- 3.7 The second petition is requesting the Council to enforce a new EPC (Enforcement Parking Zone), between numbers 22 and 42A Wood Lane, to provide residents with an opportunity to park close to their homes. This petition contains 8 signatures. CPZs are usually introduced to clusters of streets, rather than single streets, in order to minimise the potential for parking being displaced into neighbouring streets. Only streets adjacent to an existing CPZ will usually be considered on an individual basis. Officers are of the opinion that this request should only be considered if there are higher levels of demand in a wider area.
- 3.8 The third petition is requesting a new CPZ in Northwick Avenue, Rushout Avenue and Churchill Avenue, Kenton, to prioritise parking spaces for residents and their visitors. This petition contains 92 signatures. These streets are situated near Northwick Park Underground station and Kenton Overground Station. There is a CPZ in adjacent streets in the London Borough of Harrow and it is evident that the area suffers from traffic and parking congestion, mainly caused by commuters and displaced parking. Officers consider that this petition demonstrates a high level of community support and recommends that this is included in our programme.
- 3.9 The fourth petition requests the removal of bank holiday restrictions in KR and KG zones, with the exception of the August Bank Holiday restrictions. This petition

contains 79 signatures. The petition was submitted to the Council by the Kensal Green Residents Association (KGRA) and that the proposed changes are also supported by Friends of Kensal Rise Library, and other residents associations; Kensal Triangle Residents Association (KTRA) and Kensal Rise Residents Association (KRRRA). There was also a deputation to Cabinet on Monday 16th July and the proposal has the support of ward Councillors. Officers recognise the need to retain the August Bank Holiday restrictions to deter parking by visitors to Notting Hill Carnival. This year changes were made to KG zone whereby restrictions only apply to the August Bank Holiday Weekend (including Sunday), which has been successful. Officers consider that this proposal has a high level of community support and recommends that this is included in our programme.

- 3.10 The fifth petition requests a new CPZ for the NW10 area of Bruce Road, Casselden Rd, Hazeldean Rd, Alric Ave and Selwyn Rd. It contains 121 signatures. The area is adjacent to Zone HS which operates 8am to 6.30pm Monday to Saturday (excluding bank holidays). There is evidence of on-street parking pressure and congestion in these streets. Officers consider that this petition demonstrates a high level of community support and recommends that this is included in our programme.
- 3.11 The sixth petition requests the introduction of a dedicated CPZ within Victoria Mews, part of which is included in Zone KB which operates 8.30 am - 6.30 pm Monday to Friday (excluding bank holidays). The petition contains 19 signatures and residents also request disabled persons parking and electric vehicle charging facilities. Officers are of the opinion that this petition demonstrates a high level of community support, and whilst we would not dedicate parking to a single street as this would restrict parking opportunities for residents and their visitors, recommend that consulting on inclusion in the neighbouring Zone KB is included in our programme.

Conclusion

- 3.12 We did not receive a sufficient number of online requests for changes to individual streets or areas to indicate a high level of support within the six-month period. Typically there were only one or two requests for new CPZs per street.
- 3.13 Likewise, there were relatively few requests for reviewing the operations of existing CPZs or the Wembley Stadium Protective Parking Scheme (WSPPS).
- 3.14 Requests for yellow line restrictions or any minor localised changes will be assessed for inclusion in our Transport for London (TfL) funded annual Short Sections of Waiting Restrictions programme.
- 3.15 The Council should continue to provide online information, guidance and application process for parking changes, and that these requests should be considered when developing future programmes for Cabinet approval.

Programme

- 3.16 Officers developed a programme for 2018/19 taking into consideration the recommendations in paragraphs 3.7 to 3.12 in this report. **Appendix 2** provides details of schemes to be included in the programme.

3.17 The design and development of projects will require extensive public engagement including; consultation, exhibitions and dealing with residents and business groups to determine parking arrangements that will meet local needs. Officers have considered the scale of the schemes within the programme and resources that will be available. Required resources include:

- An additional engineer to deliver the programme and engage and consult with residents and local businesses. Employment costs anticipated to be approx. £25,000.
- Funding to finance signage, road marking, Traffic Management Orders, and the installation of Pay and Display machines. This is anticipated to cost £66,000.

3.18 All proposals will be subject to public and statutory consultation including public exhibitions, and the approval by the Strategic Director of Regeneration and Environment in consultation with the Cabinet Member for Regeneration, Highways and Planning.

Future Demand

3.19 Funding for introducing CPZs may be available under S106 agreements in areas where on-street parking pressures are anticipated.

3.20 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.

3.21 Regeneration areas where CPZs are likely to be introduced in the future include the Brent Cross Development (Dollis Hill), Wembley, Alperton, Burnt Oak and Colindale, and South Kilburn.

3.22 Where CPZs are introduced, this often results in parking displacement and increased demand for CPZs in adjacent areas.

4.0 Financial Implications

4.1 As set out in paragraph 3.18, the anticipated cost of implementing the programme of CPZs is £91,000. The budget of £91,000 will be spent over 2018/19 and 2019/20, of this £24,000 will be financed by s106 agreements, £20,000 by TfL with the balance of £47,000 funded by Brent Council contributions.

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

	2018/19	2019/20	Total
<u>Expenditure</u>	£000’s	£000’s	£000’s
Project Team	20	5	25
Implementation Costs	40	26	66
Totals	60	31	91
<u>Funding</u>			
Section 106	24	0	24
Brent Council	36	11	47
TfL	0	20	20
Totals	60	31	91

4.3 For the Northwick Park Area, some of the roads within the proposed CPZ (such as Northwick Avenue and Rushout Avenue) are on the Wembley Park to Harrow Weald Cycling Quietway proposed route, was agreed by Cabinet at its meeting on 11th December 2017. Subject to TfL budget approvals, £20,000 of funding is likely to be available in 2019/20 for implementation of the CPZ as part of this scheme.

4.4 CPZs are implemented to improve parking management and not to make money, however, we recognise in our financial planning that they do generate income, and that this is estimated to be £90,000 annually once they are fully operational. This income will be needed to cover the ongoing cost of managing and enforcing CPZs.

4.5 Any net income arising from permit sales and PCN’s issued to motorists contravening the new restrictions, after covering management, enforcement and processing costs, will be used to support the Boroughs transportation and traffic management initiatives in accordance with legal constraints on its use.

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 The civil parking enforcement powers of local authorities are set out in the Traffic Management Act 2004. The Secretary of State for Transport has given statutory guidance under section 87 of the Traffic Management Act 2004 to which local authorities must give due regard when exercising their parking management functions.
- 5.3 Decisions regarding amending current CPZs and making new CPZs will be considered and made by the Strategic Director, Regeneration and Environment who 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 Proposed changes to parking management arrangements will be subject to public consultation and equality screening.
- 6.3 There are no specific diversity implications 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 15 November 2016. 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 24 July 2017 and a further report considered by Cabinet on 12 February 2018 whereby no further schemes were programmed.
- 7.3 Proposed changes are subject to a public consultation process with Ward Members and affected stakeholders. The final decision on approving the CPZ schemes and necessary Traffic Management Orders arising therefrom will rest with the Strategic Director for Regeneration and Environment in consultation with the Lead Member for Regeneration, Highways and Planning, after consideration of the outcome of statutory consultation and the placing of notices for Traffic Management Orders as set out under Road Traffic Regulation Act 1984.
- 7.4 The Strategic Director of Regeneration and Environment, in consultation with the Lead Member for Regeneration Highways and Planning, will consider any objections or representations arising from both the public consultation process and statutory consultation for making Traffic Management Orders.

8.0 Human Resources/Property Implications (if appropriate)

- 8.1 Additional staff resources (internal or external) identified in paragraph 3.18 will be required to deliver the programme. This will require extensive consultation in developing schemes and detailed design which cannot be accommodated within the existing staff structure.

Report sign off:

AMAR DAVE

Strategic Director of Regeneration and Environment