



Highways Committee
11 October 2012

**Report from the Head of
Transportation**

For Action

Wards Affected:
Harlesden

**Petition to keep parking spaces for disabled people in
Harlesden Town Centre**

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking to keep parking spaces for disabled people in Harlesden Town Centre.
- 1.2 The results of a public consultation on proposals to improve Harlesden Town Centre were presented to the Highways Committee on 20th March 2012.
- 1.3 Two options were consulted on and the committee resolved to proceed with Option B, including changes that were recommended in the report. These changes included the provision of additional dedicated disabled bays throughout the town centre.
- 1.4 This report advises that the detailed design is currently underway and the provision of dedicated disabled bays is being included in the design.
- 1.5 This report seeks approval to continue with the current course of action.

2.0 Recommendations

- 2.1 That the committee noted the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action agreed at the Highways Committee on 20 March 2012 and the action taken by officers and that additional dedicated disabled bays will be incorporated into the detailed design to be implemented in 2013/14.

3.0 The Petition

3.1 A petition has been received from residents of the Harlesden area via Jimmy Telesford of the Brent Association of Disabled People. The petition has been verified in accordance with the council's procedures and has 115 signatures.

3.2 The full wording of the petition is:

' Harlesden is a busy shopping area. It is used by local people and also many people with disabilities. We do not support a traffic scheme that stops us being able to park outside our shops. Disabled people want to be able to shop in Harlesden. We say no to Plan B'

Existing Situation

3.3 Harlesden Town Centre is at the centre of a diverse community, yet like many places its status has been progressively reduced so that it has increasingly become a place of motor traffic domination, broken pedestrian routes, limited investment, road danger and declining areas of public space.

3.4 Over the last couple of years, Brent Council have been working closely with the Harlesden Town Team 2010, a local community group set up to help promote positive change in Harlesden.

3.5 The Council's vision for Harlesden is to bring about a major shift in the commercial ranking and quality of Harlesden town centre, enabling it to better serve and contribute to the regeneration of its residential and industrial hinterland, and to become an attractive place that people will want to visit, linger, socialise and spend money.

3.6 Harlesden town centre has many parking problems. Currently permit holders are allowed to park in the 'pay and display' parking bays in the town centre, meaning that some residents and illegally parked vehicles are reducing the availability of short term visitor parking and people legitimately loading and unloading. This contributes to double parking and illegal parking on yellow lines.

3.7 Disabled badge holders are able to park in any of the existing bays, however due to the existing parking problems they would currently experience difficulty finding a space close to the town centre.

3.8 There is currently only one dedicated disabled bay located on Tavistock Road, which has been provided for a residential property.

4.0 Detail

4.1 In January 2012 a consultation was undertaken in the area involving a letter drop to over 11,000 businesses and residential properties. Two options for improvements to the town centre were presented. The results of this consultation were presented to the Highways Committee on 20th March 2012.

- 4.2 The committee resolved to proceed with option B, including changes that were recommended in the report. A copy of the recommendations from the report on 20th March 2012 is contained in Appendix A.
- 4.3 The agreed option consists of:
- Wider footways to provide more room for pedestrians and small areas of public space with seating and greenery.
 - Removal of unnecessary signs and guardrails, and replacing improving other items, which will make the street more attractive, less cluttered and safer for pedestrians.
 - New cycle parking and more accessible bus stops to encourage people to use public transport.
 - New litter and recycling bins put in better places that will mean they are used more.
 - High-quality paving.
 - Safer and more accessible crossing points for pedestrians.
 - Raising carriageways to footway level across side roads to help pedestrians cross.
 - More tree planting to make the street more attractive.
- 4.4 Option B also includes proposals for a pedestrian priority area on Harlesden High Street between the Jubilee Clock and Tavistock Road, as well as changing the section between Park Parade and the Jubilee clock from one way to two way. This will result in all parking bays being removed along these sections.
- 4.5 To counteract the loss of parking all remaining bays along a short section of the High Street and Craven Park Road will be dedicated to Pay and Display only and loading and unloading. This will provide a regular supply of short term parking for passing trade during throughout the day.
- 4.6 To help with these changes and to make sure there is adequate space for permit holders in the area, the existing controlled parking zone boundaries are to be amended and more permit holder only bays will be provided in neighbouring residential roads.
- 4.7 Improved enforcement by CCTV cameras will reduce the level of indiscriminate and illegal parking.

5.0 Discussion

- 5.1 One of the concerns raised during the consultation process was the lack of disabled parking in the town centre. Officers acknowledged that, whilst those with disabled badges could park in any of the available bays in the area, this would not guarantee them a space within a reasonable distance from the shops.

- 5.2 It was therefore recommended that dedicated disabled parking bays be provided throughout the area. The Highways Committee agreed with this recommendation and these are to be included in the detailed design.
- 5.3 As parking will not be permitted along High Street Harlesden between Manor Park Road and Tavistock Road the detailed design will ensure that dedicated disabled bays are in close proximity to these areas, ensuring there is only a short walk required for those accessing shops on the High Street.
- 5.4 It is considered that the provision of dedicated disabled bays is an improvement to the current situation as it ensures that there are spaces available closer to the town centre.

6.0 Financial Implications

- 6.1 There are no financial implications arising from the report at this time.

7.0 Legal Implications

- 7.1 There are no legal implications arising from this report and its recommendations.

8.0 Diversity Implications

- 8.1 Aside from the issues of disabled person's accessibility and facilities within the Town Centre, there are no other equalities implications arising from this report. An EIA has been carried out as part of the scheme. This was presented to the Highways Committee as an attachment to the main report in March 2012. The assessment will continue to be reviewed throughout the detailed design.

Appendices

Appendix A – Copy of the recommendations from the committee report presented to the Highways Committee on 20th March 2012.

Background Papers

None

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Appendix A

MARCH HIGHWAYS COMMITTEE – HARLESDEN REPORT

2.0 Recommendations

- 2.1 That Committee notes the results of the recent consultation into options for the Harlesden Town Centre Project and instructs officers to proceed with Option B, including recommendations identified within section 6.10 of the report, subject to confirmation of funding from Transport for London and completion of the necessary statutory consultation.
- 2.2 That Committee authorises the Head of Transportation to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement option B.
- 2.3 That a progress report will be prepared and reported back to Committee during the autumn prior to commencement of the works on site.

Decisions:

- (i) Noted the results of the recent consultation into options for the Harlesden Town Centre Project and instructed officers to proceed with option B, including recommendations identified within section 6.10 of the report, subject to confirmation of funding from Transport for London and completion of the necessary statutory consultation;
- (ii) Authorised the Head of Transportation to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement option B.
- (iii) Agreed that a progress report be prepared and reported back to Committee during the autumn prior to commencement of the works on site.