



Highways and Infrastructure
Projects Development
Delegated Approval Report

Report for Head of Highways and
Infrastructure

Wards Affected: Alperton

**Title: Proposals for Waiting and Loading Restrictions on
Bridgewater Road and Ealing Road (from Bridgehill Close to
Glacier Way)**

Approved by:

Title	Name	Date
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Head of Highways and Infrastructure	Tony Kennedy	03/09/2019

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of the public consultation for the introduction of no waiting and no loading “at any time” restrictions on Bridgewater Road and Ealing Road (from Bridgehill Close to Glacier Way). The scheme has been developed following concerns received from local residents regarding safety, parking, traffic and accessibility problems in the area.
- 1.2 The Head of Highways and Infrastructure is recommended to proceed with the implementation of the scheme as amended in paragraph 4.2 and shown in Appendix C subject to the making of the Traffic Management Orders necessary to implement the new waiting and loading restrictions.

2.0 BACKGROUND AND DEVELOPMENT

- 2.1 The Council has received concerns about localised traffic congestion on Bridgewater Road and Ealing Road (from Bridgehill Close to Glacier Way). Vehicles are often parked inconsiderately on the highway outside of the hours of the existing parking and loading restrictions. This parking narrows the width of the carriageway, obstructs the free flow of traffic and creates bottlenecks at junctions with Manor Farm Road, Ealing Road and Glacier Way.
- 2.2 The existing timed no waiting restrictions on Ealing Road and Bridgewater Road operate from Monday to Saturday (8am – 6.30pm) and the timed no loading restrictions operate from Monday to Friday (8am – 9.30am and 4.30pm to 6.30pm).

2.3 Following an assessment by officers, it was identified that the times of the existing parking and loading restrictions should be extended to no waiting and no loading 'at any time' restrictions in order to reduce the peak time congestion, help to ease the flow of traffic and protect pedestrian crossing points.

3.0 CONSULTATION RESULTS

3.1 Consultation Procedure

3.1.1 An informal consultation was carried out for four (4) weeks from 12th April to 10th May 2019 on the proposals to introduce waiting and loading restrictions in the area shown below.

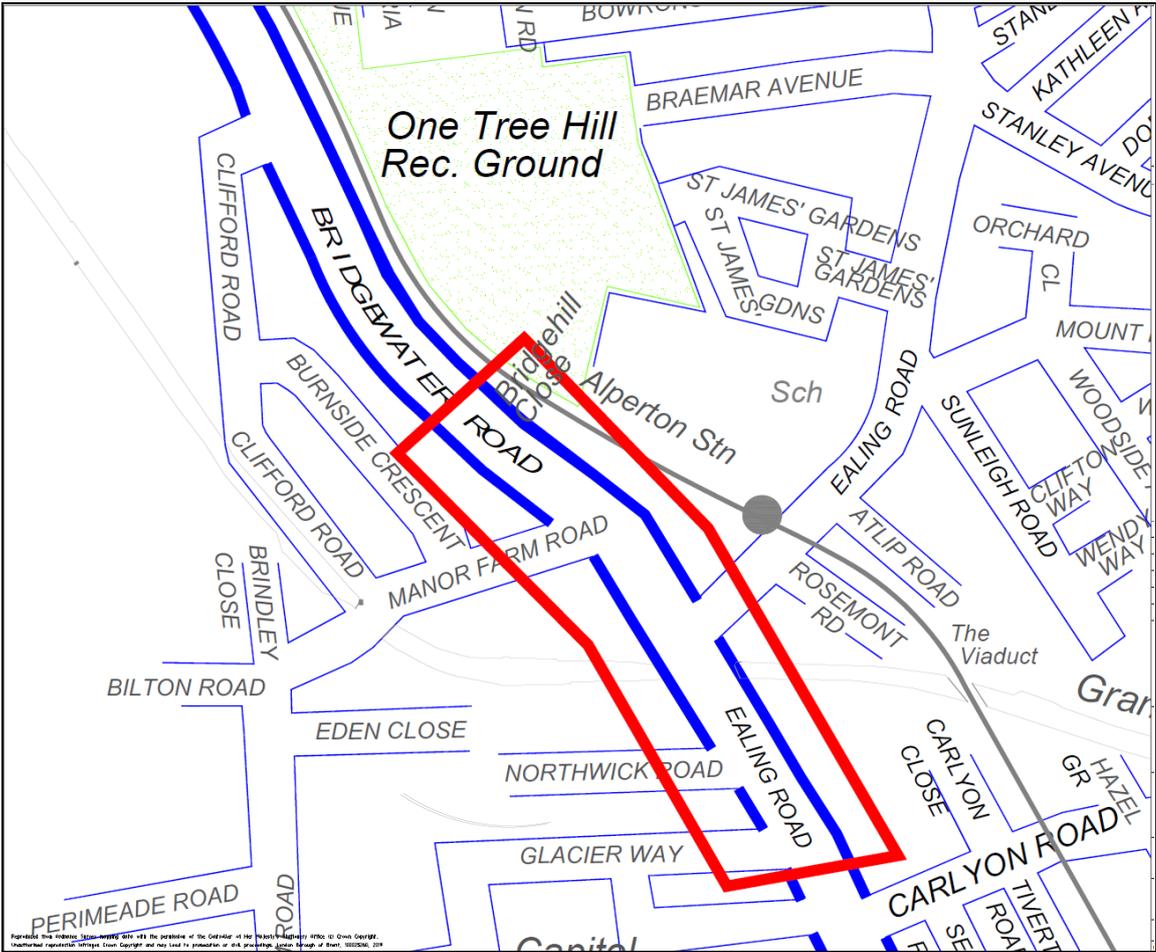


Figure 1. Consultation Area Plan.

3.1.2 A consultation document, questionnaire and a drawing of the proposed scheme were distributed to a total of 675 addresses in the local area in April 2019. A copy of the documents is included in Appendix A and B.

3.1.3 The consultation documents were also posted to the local Ward Councillors, interested groups and statutory authorities including the emergency services.

3.2 Consultation Results

3.2.1 Table 1 shows the number and percentage of questionnaire responses received from the consultation and Table 2 and 3 shows the numbers and percentage of those who are supportive or objected to the proposed measures at the locations.

	Number	Percentage
Questionnaires Sent Out	675	100
Questionnaires Returned	73	11

Table 1 – Questionnaire Response Rate

Question 1	Yes	No	No opinion
Do you agree with the proposed No Waiting ‘at any time’ restrictions on Bridgewater Road and Ealing Road?	44	27	2
Percentage	60%	37%	3%

Table 2 – Question 1 in the questionnaire

Question 2	Yes	No	No opinion
Do you agree with the proposed No Loading ‘at any time’ restrictions on Bridgewater Road and Ealing Road?	44	25	1
Percentage	60%	34%	1%

Table 3 – Question 2 in the questionnaire

3.2.1 Table 1 shows that a total of 73 questionnaires were returned which represented a response rate of 11%. This is within the range experienced by the Highways and Infrastructure Service when undertaking public consultations for similar schemes.

3.2.2 Table 2 shows that out of the questionnaires returned, 44 (60%) were supportive of the proposed No Waiting ‘at any time’ restrictions on Bridgewater Road and Ealing Road, 27 (37%) objected and 2 (3%) did not express an opinion. This shows that the majority of respondents from within the consultation area were supportive of the No Waiting ‘at any time’ restrictions.

3.2.3 Table 3 shows that out of the questionnaires returned, 44 (60%) were supportive of the proposed No Loading ‘at any time’ restrictions on Bridgewater Road and Ealing Road, 25 (34%) objected and 1 (1%) did not express an opinion. This shows that the majority of respondents from within the consultation area were supportive of the No Loading ‘at any time’ restrictions.

3.2.4 Section 3.3 considers the positive and negative responses received to the consultation in more detail and provides corresponding officers responses.

3.3 Responses from Statutory Consultees

3.3.1 **Woodside Resident’s Association** – Supported the proposals.

3.3.2 **Brent Cycling Campaign** – Supported the proposals.

3.4 Responses from Other Consultees

3.4.1 A number of comments were also received from local residents and businesses regarding the proposal. A summary of their comments is shown in Table 4 below.

Road Name	Comments
Alperton House, Bridgewater Road	<ul style="list-style-type: none"> • <i>Don't agree as the current restrictions are bad enough</i> • <i>I am not with this restriction, as it will affect my work</i> • <i>Lots of problems and very difficult to find a space. These restrictions will make life very difficult</i> • <i>Rather have permit space, parking is difficult with a single yellow line.</i>
Bridgewater Road	<ul style="list-style-type: none"> • <i>Residents prefer the current existing single yellow line and do not agree with the proposed double yellow lines.</i>
Hatton Road	<ul style="list-style-type: none"> • <i>Understand why this is being considered but do not agree with the proposals</i> • <i>Although congestion caused by parking is an issue it does not serve to slow down</i> • <i>We would like to oppose this</i> • <i>Parking on Bridgewater/Ealing Rd is a real issue at all times of the day</i> • <i>Unless such improvements area delivered, parking problem will be moved further up the road</i> • <i>Many rules applied never get enforced</i> • <i>This solution will not solve the bigger issue that is the lack of parking options</i> • <i>cars parking there causes traffic to backup which delays buses</i> • <i>Not necessary for people to park or to load vehicles at any time in these areas</i> • <i>Please provide motorcycle bays around the area to accommodate the large number of residents</i> • <i>Not enough parking available for the residents not all residents have private parking</i> • <i>Please enact this asap</i> • <i>Long overdue change as parking on street side has become worse</i> • <i>When will you implement a parking permit scheme and parking permit bays in this borough.</i> • <i>Agree with the proposed</i> • <i>Parked cars on Ealing Road are extremely dangerous and an accident waiting to happen</i> • <i>Double yellow along Ealing Rd outside 243 Ealing Rd development & the petrol station</i> • <i>The area is crucially lacking vital parking spaces, public car parks could be added as part of regeneration</i> • <i>Best will be for everybody no waiting at any time or loading from 6am to 8pm 7 days a week</i>

Table 4 – summary of comments

3.4.2 Table 4 above shows that there were a number of positive and negative comments to the consultation. These negative comments have been summarized into broad themes below along with Officer responses.

3.4.3 **The consultation received a number of positive comments including: “Unless such improvements area delivered, parking problem will be moved further up the road”;**

3.4.4 **1**

3.4.6 **Officer’s Response:** The above positive responses are noted.

Object to the proposed double yellow lines outside nos. 1-17 Bridgewater Road. Residents do not have access to off-street parking.

3.4.5 **Officer’s Response:** It is noted that no off-street parking provision is available for nos. 1-17 Bridgewater Road and that only one unrestricted car parking bay (comprising three parking spaces and one disabled persons parking space) is available for nine properties. It is therefore recommended that the proposal is amended to maintain the existing waiting and loading restrictions on the south western side of Bridgewater Road between Manor Farm Road and Bridgehill Close.

When will you implement a parking permit scheme and parking bays in this borough?

3.4.6 **Officer’s Response:** There are currently no plans to introduce a resident’s permit parking scheme in Alperton. The Council is aware of an increased demand for new Controlled Parking Zones (CPZs) in the borough, as well as requests for changes to existing CPZs and parking controls. In recognition of this, we developing a programme for introducing new CPZs, reviewing existing CPZs, and introducing parking and loading restrictions where needed. We prioritise areas where we receive numerous requests for changes, there is evidence of on-street parking pressures and a high level of public support. If residents would like to request changes to parking controls in Alperton, applications can be made using the online request form on the Council’s website.

Don’t agree as the current restrictions are bad enough

3.4.7 **Officer’s Response:** The proposed no waiting and no loading “At any time” restrictions have been developed following concerns raised by local residents and businesses. Bridgewater Road and Ealing Road form part of the strategic road network (SRN) in Brent, therefore the free flow of traffic need to take priority over parking on this section of highway.

4.0 SUMMARY

4.1 The scheme design has been amended in response to the consultation comments received and the resulting Final Construction Detailed Drawing for the scheme is provided in Appendix C.

4.2

4.3 The main amendment made to the scheme design is summarised below:

- The proposed no waiting and no loading ‘at any time’ restrictions on the south western side of Bridgewater Road between Manor Farm Road and Bridgehill

Close will not be progressed. The existing waiting and loading restrictions will therefore be retained on this section.

5.0 EQUALITIES ANALYSIS

- 5.1 The 73 questionnaires returned shows that approximately 11% of respondents had completed the equality monitoring questionnaire. The total number for each question may not be the same as the total responded because some respondents have not answered every question.
- 5.2 A breakdown of the equality data is shown below along with a commentary on any significant variations to the average demographic profiles for Alperton Ward.

Asian or Asian British					Black or Black British				Any other ethnic background	White			Mixed Race / Dual Heritage			Prefer not to say
Indian	Pakistani	Chinese	British	Asian Other	Caribbean	African	Somali	Black British		British/ English/ Welsh/ Scottish/ Northern Irish	Irish	White other	White/Black African	White/Asian	Other	
8	-	1	-	2	-	1	-	-	2	4	-	4	-	-	1	1

Table 5 – Responses to “What is your ethnic group?”

Do you consider yourself to have a disability?			Gender			Sexual Orientation			
Yes	No	Prefer not to say	Male	Female	Preferred not to say	Heterosexual	Gay	Bisexual	Other or prefer not to say or
2	20	1	10	12	2	19	1	1	4

Table 6 – Responses to “Do you consider yourself to have a disability?”, “What is your gender?” and “What is your sexual orientation?”

Religion									
Agnostic	Buddhist	Christian	Hindu	Sikh	Jewish	Muslim	No Religion	Other	Prefer not to say
1	-	-	-	1	-	1	6	-	2

Table 7 – Responses to “What is your religion?”

Age group

16-24	25-34	35-44	45-54	55-64	65-74	75+	Prefer not to Say
-	4	10	5	2	1	1	1

Table 8 – Responses to which age group do you belong?”

5.3 Project Equalities Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age		X		No reason to believe this group will be disproportionately affected	N/A
Disability		X		No reason to believe this group will be disproportionately affected	N/A
Gender reassignment		X		No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity		X		No reason to believe this group will be disproportionately affected	N/A
Race		X		No reason to believe this group will be disproportionately affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionately affected	N/A
Sex		X		No reason to believe this group will be disproportionately affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionately affected	N/A

Table 9 – Project Equality Analysis

5.4 The equality analysis above does not affect adversely on any of the protected groups.

6.0 FINANCIAL IMPLICATIONS

6.1 The scheme will be funded under the Local Transport Funding for the year of 2019 / 2020. A total allocation of £100,000 for schemes across the borough is available. The initial estimate for the works is £10,000 and the funding allocation is therefore adequate for implementing the proposed no waiting and no loading restrictions.

7.0 RECOMMENDATION

7.1 The Head of Highways and Infrastructure is therefore recommended to approve the proposal to introduce no waiting and no loading “at any time” restrictions on Bridgewater Road and Ealing Road as amended in paragraph 4.2 and shown in the Appendix C subject to the making of the Traffic Management Orders (TMO) necessary to implement the proposals.

8.0 APPENDICES

Appendix A – Consultation Drawing

Appendix B – Consultation Document and Questionnaire

Appendix C – Final Construction Detailed Drawing

Local Government Act 1972 – Access to Information

The following items were used in the preparation of the report:

- Consultation responses and analysis

The above documents may be inspected / copied by contacting:

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Highways and Infrastructure

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AGREED / REJECTED

Signed:



Date: ...03/09/2019

Tony Kennedy
HEAD OF HIGHWAYS AND INFRASTRUCTURE