

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE**

16th October 2003

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:
All Wards

REPORT TITLE :	PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME
-----------------------	--

1.0 SUMMARY

1.1 This report informs Members on progress with the programme of implementing CPZs in Brent since the report to the last meeting of the Committee in July 2003.

2.0 RECOMMENDATIONS

2.1 That Committee notes the progress on the Controlled Parking Zones programme funded by Capital funds from Transport for London (associated with the Mayor's Congestion Charging Scheme for Central London and the Borough Spending Plan) and the Transportation Service Unit revenue budget.

2.2 That Committee approves the following tariffs for 'pay & display' parking in the Sudbury Hill (Zone SH) CPZ:

10p for 20 mins, 20p for 40 mins, 60p for 1 hr, £1.20 for 2 hrs and £2.40 for 4 hrs (maximum stay).

2.3 That Committee agrees that Officers carry out a further review of Zones K, KB, KC and KQ CPZs as detailed in Item 7.9 of this report.

3.0 FINANCIAL IMPLICATIONS

3.1 Appendix A gives details of the funding for the CPZ schemes detailed in the report from both Capital and Revenue budgets in the 2003/04 financial year.

3.2 There is a proliferation of schemes to be funded from the Transportation Service Unit revenue budget (parking account) and consequently there is a list of priorities for funding detailed in Appendix A. The costs of the schemes are estimated costs prepared for budgetary purposes only and these costs will be more accurately refined as the respective projects are taken forward. Schemes will be implemented in priority order such that the total costs will not exceed the overall revenue budget of £214,000 for the 2003/2004 financial year.

4.0 STAFFING IMPLICATIONS

- 4.1 The Transportation Service Unit is undertaking the scheme development, public consultation, statutory consultation and implementation work on all the schemes in the CPZ programme mentioned in this report. During the course of the 2002/03 financial year consultants were engaged to assist the Transportation Service Unit with the preparation of scheme designs and traffic regulation orders for zones in the Neasden, Willesden and Harlesden areas (Zones GB, GC, GD, GH, NS, HW, HS)

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The implementation of CPZ schemes is in line with Government guidelines and policies relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

6.0 LEGAL IMPLICATIONS

- 6.1 The "pay and display" and permit parking methods of parking control and parking prohibitions (waiting and loading restrictions) associated with implementing the CPZ's detailed will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 6.2 The procedures require a period of statutory consultation, which means the authority must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 6.3 Members have authorised the Director of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following that statutory consultation process. This means a further report will not be brought before this committee prior to implementation if there are no objections.

7.0 DETAIL

Background

- 7.1 In the 2002/03 financial year various funds within the Capital Programme were available to implement CPZ schemes. TfL approved funding through the Borough Spending Plan submission for the Sudbury CPZ's (Zones ST & SH) and a review of the existing Kilburn CPZ's (Zones K, KB, KC and KQ). In addition as a part of a separate bid for funds to mitigate the effects of the Central London Congestion Charging Scheme (CCS) TfL has approved funds to implement schemes in selected areas of Kilburn (Zones KS & KL), Willesden (Zones GM, GB, GC, GD & GH) and Neasden (Zone NS).

- 7.2 Zones ST, KS and KS are now operational. Zone SH (Sudbury Hill) is being progressed to completion in the 2003/04 year using revenue funds although the bulk of the cost of implementation has already been charged to Capital last year. The remaining zones, listed in 7.1 above, are programmed for completion in the 2003/04 financial year.
- 7.3 Brent has also made available funds through its own Main Programme for the Neasden Town Centre improvements, which included a town centre CPZ proposal. This project will be completed during the 2003/04 financial year.

CPZ petitions (Revenue funds)

Zones MC & GM (Dar-Al-Islam Foundation and the Mosque and Islamic Centre of Brent) (Appendices B, C, & D)

- 7.4 The wider review of Zones MC and GM is on-going and progress is reported in a separate report elsewhere on this Agenda.

Zone KD (Willesden Lane traders) (Appendix E)

- 7.5 The amendments to the parking places as illustrated at Appendix E have been implemented and will be operational from 29 September 2003.

CPZ reviews (Revenue funds)

Zones K, KB, KC & KQ (Kilburn)

- 7.6 The review of the Kilburn area CPZs, Zones K, KB, KC and KQ was carried out in April 2002. Consultation leaflets and questionnaires were sent to approximately 6000 households and businesses. A copy of the consultation is attached at Appendix L. The results of the consultation were reported to the 25 July 2002 Highways Committee.
- 7.7 The consultation identified that the main area of concern was the provision of 'permit holder' and 'pay & display' parking. Committee instructed officers to investigate this and, if appropriate, provide additional parking places. A number of locations have been identified where it is feasible to reduce the lengths of 'yellow line' waiting and loading restrictions and, hence, provide additional parking. These changes are being progressed to implementation. A plan showing the revised arrangements will be available for inspection at Committee.
- 7.8 Since the review consultation was carried out a number of concerns have been received, mainly from visitors to the Kilburn area, who are unaware of the operation of the CPZs on bank holidays, particularly on the Monday bank holidays (the above zones only operate between Monday and Friday). The bank holiday operation was originally introduced to the K, KB, KC and KQ CPZs at the request of local residents to control parking in the area during the Notting Hill Carnival weekend. To maintain consistency all 'K' Zone CPZs include bank holiday operation.

7.9 The Council does not have a statutory requirement to provide additional signage to indicate bank holiday operation, and there appears to be a general assumption amongst motorists that the controls do not apply, which results in enforcement action being taken and complaints subsequently being received. In an attempt to address this temporary signs have previously been erected at strategic locations prior to a bank holiday Monday to provide advance warning of the CPZ operation. However, for this approach to be really effective, the temporary signs ideally need to be placed alongside each parking place/restriction sign in the K Zone CPZs, prior to each Monday bank holiday, which clearly has time and funding implications. It is therefore suggested that Committee approves that a further review of Zones K, KB, KC and KQ be carried out to seek residents'/businesses' views on bank holiday operation, and that if the response indicates support for the bank holiday operation to be retained, officers investigate a method of providing permanent signage to indicate bank holiday operation. If however the indication is that it be withdrawn, the TMO can be amended and enforcement suspended accordingly. Should Committee approve the above it is suggested that the opportunity be taken to consult residents/businesses once again on the wider issues concerning the operation of the CPZs in their respective zones.

Reviews – General

7.10 The CPZs review programme previously reported to Committee has been revised following the 23 July 2003 Committee's decision to re-consult on the Zone GM review, and within this to incorporate the review of Zone MC. The reviews of Zones MA, MK and MW, previously programmed for July 2003, were not progressed due to the July/August holiday period. These reviews have now been programmed for October 2003. The table below summarises the revised programme which Committee is requested to note and approve.

Zones	Area	Status
GM & MC	Cricklewood, Brondesbury Park	Ongoing
MA, MK, MW	Mapesbury	Review programmed to start in October 2003
KG, KR, KM	Kensal, Carlton Vale	Review programmed to start in November 2003
NS	Neasden	Review programmed to start in December 2003
ST	Sudbury	Review programmed to start in December 2003

7.11 The outcome of the Zone KS review was reported to the 23 July 2003 Committee. The review was undertaken in response to requests received from Sidmouth Road for an increase in the operational times of the CPZ, and a separate request for a reduction in the operational times from the Christchurch Road area. The results showed that the overall response was the times should remain unchanged. There was isolated support for a reduction in the times and because the extent of support did not represent an inclusive area, Committee agreed that the operational times remain unchanged and that a further review be carried out in April 2004.

- 7.12 The review of Zones GM and MC is on-going and progress is reported elsewhere in this Agenda.
- 7.13 Committee is requested to note that the cost of implementing changes to schemes following the reviews will be met from revenue funds subject to availability.

Sudbury area CPZ's (Capital funds 02/03 & Revenue funds 03/04)

Zone SH (Sudbury Hill) (Appendix F)

- 7.14 The 15 April 2003 Committee approved that Zone SH be progressed to statutory consultation. The Public Notice as part of the Traffic Management Order (TMO) making process was advertised in the local press on 4 September 2003 for a 21 day period. No formal objections had been received during this period and the scheme will therefore be progressed to implementation.
- 7.15 During the period of the Public Notice a letter of complaint was received from the London Borough of Harrow at Brent Council's charges for 'pay & display' parking in the SH Zone. The charges advertised in the TMO are those approved by the 27 January 2003 Highways Committee (Special) and are higher than those advised to L.B. Harrow at the informal consultation stage prior to the January 2003 Committee. L.B. Harrow was not notified of the revised charges and advertised their charges in their TMO at the previous tariffs advised by Brent. L.B. Harrow therefore requested that initially Brent's charges be reduced to be in line with Harrow's and that, if necessary, the charges be reviewed simultaneously at a later date. Officers views are that given the relatively small number of pay & display bays in the Zone SH CPZ, a reduction in the tariff is unlikely to have a significant impact on the pay & display income and it is therefore suggested that the pay & display charges for the Zone SH CPZ be:

10p for 20 mins, 20p for 40 mins, 60p for 1 hr, £1.20 for 2 hrs and £2.40 for 4 hrs (maximum stay).

Neasden Town Centre CPZ (Main Programme Capital funds) (Appendix G)

- 7.16 The Public Notice advertised as part of the Traffic Management Order (TMO) making process in respect of the town centre CPZ expired on 24th July 2003 during which no objections were received. Implementation of the CPZ will be coordinated with other elements of the town centre scheme to minimise disruption on the public highway and to fit in with the contractors' construction programme. The town centre construction work is still to be formally commissioned pending a report to the executive on 10th November to approve budgets and tenders received from contractors. The scheme is not expected to be completed until early 2004/2005.

Congestion Charging Schemes (TfL Capital funds) (Kensal Rise, Brondesbury Park, Cricklewood, Willesden, Harlesden)

Zones GB, GC, GD & GH (Willesden) - (Appendix H)

- 7.17 The implementation of Zone GB had commenced at the time of writing this report. Subject to satisfactory progress with the signage and lining works, and the

installation of 'pay & display' meters, it is anticipated that the CPZ will come into operation on Monday, 13 October 2003.

7.18 The statutory consultation in respect of Zone GH was in progress at the time of writing this report. Subject to there being no material objections in response to this the scheme will be progressed to implementation in December 2003/January 2004.

7.19 Statutory consultations for Zones GC and GD will be undertaken before the end of the year.

Zones KL (Kensal Rise) – (Appendix I)

7.20 The statutory consultation in respect of Zone KL was in progress at the time of writing this report. Subject to there being no material objections in response to this the scheme will be progressed to implementation in November/December 2003.

Zones H review, HW, HS (Harlesden)

7.21 These schemes are reported in a separate report elsewhere on this Agenda.

CPZ schemes (Revenue funds)

Zone GM extension - Mora Road area CPZ (Cricklewood) - (Appendix J)

7.22 The results of informal consultations on the extension of Zone GM were presented in the Supplementary Report (Item D) to the 23 July 2003 Committee. The consultation identified an inclusive area of support as shown at Appendix J. The consultation also identified majority support for the operational hours of 10 am – 3 pm, Monday to Saturday. Committee approved the area of support for implementation and as an extension to the existing Zone GM, pending the result of further consultation on operational hours within the existing Zone GM CPZ. This review of the existing GM zone is reported separately on the agenda.

Zone KS extension (Brondesbury Park) - (Appendix K)

7.23 The results of the informal consultations on the proposed extension of the Zone KS CPZ were presented in the Supplementary Report to the previous Committee (Item A). Committee approved the inclusion of Alverstone, Hanover and Mount Pleasant Roads, and Brondesbury Park, for inclusion in Zone KS; the majority response from Staverton Road, which was also included in the consultation, was against the proposals and Committee agreed to exclude it from the CPZ. The existing hours of operation of the CPZ, of 8 am to 6.30 pm, Monday to Friday, were also supported. The results of the consultation are summarised at Appendix K with a map of the area of support.

Zone QA, Queensbury Station Parade Area

7.24 This item is reported separately elsewhere in this Agenda.

P&D Zone Old Kenton Lane, Kingsbury

7.25 The 'pay & display' scheme is now operational.

8.0 BACKGROUND INFORMATION

Details of Documents:

- 8.1 Environment Committee 29th July 1998 (report No. 53)
Transportation Sub Committee 12 December 2001
L.B. Brent Parking Strategy
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)
- 8.2 Any person wishing to inspect the above papers should contact David Eaglesham,
Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex
HA9 6BZ,
Telephone: 020 8937 5140

Richard Saunders
Director of Environmental Services