

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 17th December 2003**

REPORT FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:

MAPESBURY, DUDDEN HILL, WILLESDEN GREEN,
BRONDESBURY PARK, QUEENS PARK, KILBURN,
KENSAL GREEN, HARLESDEN, STONEBRIDGE,
SUDBURY, QUEENSBURY

REPORT TITLE :	PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME
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1.0 SUMMARY

1.1 This report informs Members on progress with the programme of implementing Controlled Parking Zones (CPZs) in Brent since the report to the last meeting of the Committee in October 2003, and on the receipt of a petition from residents of Ellesmere Road, NW10, requesting CPZ measures for their street (Zone GB).

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 notes the objection received from CPZ Zone GC to the Public Notice as part of the Traffic Management Order making process and endorses the Director of Transportation's decision to overrule the objection as detailed in Item 7.17 of this report and to proceed with the implementation of the CPZ.

2.3 That Committee notes the petition received from Ellesmere Road, NW10 (Zone GB) and agrees that either:

- (a) Officers carry out informal consultations on CPZ measures in Ellesmere Road, or:
- (b) Consultations be deferred until the completion of the implementation programme for CPZ measures in the Dollis Hill/Willesden area, as detailed at Item 7.13 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 which included the Sudbury CPZs, Zones ST (Sudbury Town) and SH (Sudbury Hill). Additional funding was made available by Transport for London (TfL) for CPZ measures to mitigate the effects of the Central London Congestion Charging Scheme (CCS) in selected areas of Kilburn (Zones KS & KL), Willesden (Zones GM, GB, GC, GD & GH) and Neasden (Zone NS) during the 2001/02, 2002/03 and 2003/04 financial years.
- 7.2 Zones GB (Dollis Hill area), ST (Sudbury Town), KS (Brondesbury – Sidmouth Road area) and NS (Neasden) are now operational. Zone SH (Sudbury Hill) is being progressed to completion using revenue funds for the 2003/04 financial year although the bulk of the cost of implementation has already been charged to Capital last year. The scheme is anticipated to be operational on 22 December 2003. Zones GC, GD, GH and HW are also 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.

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 separately in this Agenda.

CPZ reviews (Revenue funds)

General

- 7.5 The CPZs review programme previously reported to Committee has been revised following the 16 October 2003 Committee's decision to re-consult in Zones KL, K, KB, KC and KQ. The revised programme of reviews is as shown in the table below which Committee is requested to note and approve.

Zones	Area	Status
KG, KR, KM	Kensal, Carlton Vale	Review programmed to start in January 2004
NS	Neasden	Review programmed to start in January 2004
ST	Sudbury	Underway – reported elsewhere in this agenda.

- 7.6 The review of Zones GM & MC, MA, MW and MK was underway at the time of writing this report details of which are included elsewhere in this Agenda.
- 7.7 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 B)

- 7.8 Implementation of the CPZ was in progress at the time of writing this report. Subject to satisfactory progress the scheme is scheduled to come into operation on 22 December 2003.

Zone ST (Sudbury Town)

- 7.9 The Sudbury Town CPZ (Zone ST) came into operation on 16 June 2003 and was approved for review by the Committee. The review was underway at the time of writing this report and progress is reported elsewhere in this agenda.

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

- 7.10 The statutory consultation in respect of the town centre CPZ and the 'opening up' of the pedestrianised area was successfully completed in July 2003. The 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 approval of the Executive of budgets and tenders received from contractors. Subject to approval being confirmed the town centre scheme will be progressed to implementation and completion in 2004/2005.

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

Zone GB – Appendix D

- 7.11 The CPZ came into operation on 13 October 2003 and early indications are that the scheme is working well. There have, however, been reports of parking displacement in Cullingworth Road and Sherrick Green Road which has raised concerns about the safety of pedestrians, particularly in the vicinity of the local school. The concerns have been investigated and officers are arranging 'school keep clear' markings to be laid in Cullingworth Road.
- 7.12 Committee is also informed that a petition from residents of Ellesmere Road has been received, complaining at displaced parking and requesting the Council to implement CPZ measures in their street. The petition complies with the Council's Standing Orders (Committee Services have verified that there are the minimum 50 signatures required) and reads:

"This is a petition from the residents of Ellesmere Road NW10 requesting that the Council introduce a controlled parking scheme for our road as soon as is possible as the recent introduction of a scheme in nearby Hamilton/Dewsbury Roads has moved a considerable problem on to us.

We are experiencing considerable inconvenience for residents who are unable to park their own vehicles in Ellesmere Road during weekdays."

- 7.13 Committee is informed that Ellesmere Road was included in the original Zone GB consultation in June/July 2002, and in the re-consultation in November 2002, but on both occasions the majority response from the street was against the proposals. Committee may wish to instruct officers to re-consult in Ellesmere Road in response to the petitioners' requests, however officers' views are that the consultation should not be conducted in isolation but instead that consultation be deferred until April 2004 when all the 'G' Zones CPZs will have been implemented. Thereafter the full extent of parking displacement will be known and this information will be used to define a more meaningful area for consultation, rather than adopting a piecemeal approach. In the interim period Committee is requested to agree to officers to investigate the petitioners concerns at road safety and to report back to the next meeting of this Committee with their findings.

Zone GC – Appendix D

- 7.14 The Public Notice as part of the TMO making process was advertised on 30 October 2003 for the statutory 21-day period during which 1 letter of objection was received. The objection has been considered and overruled by the Director of Transportation under authority delegated and Committee is requested to endorse this decision. A summary of the objection, together with officers' comments is attached at Appendix G. Implementation of the CPZ is scheduled to commence in January 2004 for the scheme to come into operation on 15 February 2004.
- 7.15 The July 2003 Highways Committee agreed that officers re-consult on the extension of Zone GC in response to a petition received from local residents. Progress on the consultation is reported separately in this Agenda.

Zone GD – Appendix F

- 7.16 The statutory consultation for the making of the Traffic Management Order (TMO) is programmed to commence in December 2003 and subject to a satisfactory outcome, implementation is scheduled to commence in February/March 2004 for the scheme to come into operation on 22 March 2004.

Zone GH – Appendix F

- 7.17 The CPZ is being advanced to implementation following successful statutory consultation. Implementation is programmed to commence in December 2003 for the scheme to come into operation on 26 January 2004, subject to favourable weather conditions.

Zones KL (Kensal Rise)

- 7.18 This item is reported elsewhere in this Agenda.

Zones H review, HW, HS (Harlesden)

- 7.19 The Zone HW statutory consultation is scheduled to commence in December 2003 and it is anticipated that the CPZ will be operational on 1 March 2004 subject to satisfactory statutory consultation and progress with implementation. Zone HS and the implementation of changes identified through the review of Zone H are programmed for April/May 2004.

CPZ schemes (Revenue funds)

Zone GM extension - Mora Road area CPZ (Cricklewood)

- 7.20 The July 2003 Highways Committee approved Zone GM Extension 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. The outcome of the review of the existing GM zone is reported separately in this agenda.

Zone QA, Queensbury Station Parade Area - Appendix G

- 7.21 The Zone QA CPZ was approved for implementation by the 16 October 2003 Highways Committee having resolved objections received to the statutory consultation in respect of the scheme. Implementation of the scheme was underway at the time of writing this report, and subject to satisfactory progress the scheme will be operational on 26 January 2004.

Future areas of study

- 7.24 By the end of the current financial up to 8 new CPZs will have been implemented in Brent, the vast majority of which have received TfL funding as part of the CCS programme. The schemes have been implemented primarily to remove commuter and other long stay parking from residential areas and indications from the CPZs already implemented are that the schemes are generally achieving their primary objectives. Parking displacement has been reported on the peripheries of some zones but the extent has been relatively minimal, as in the case of Zone GB, as reported at item 7.13 above. The Zone ST (Sudbury Town), however, has been more significantly affected by parking displacement and may therefore be a high priority area for further investigation and consultation in the 2004/05 financial year.
- 7.25 The greatest proliferation of schemes will be in the Dollis Hill/Willesden areas (Zones GB, GC, GD and GH) and the full impact of these schemes will not be known until all zones are operational by March 2004. Officers' views are that these zones will generate relatively high levels of parking displacement and will therefore also be high priority areas for CPZ measures in the next financial year. It is not currently known if CCS associated TfL funding will be available for 'remedial' CPZs in 2004/05. If this not forthcoming funding will need to be identified from the Transportation Service Unit's revenue budget (Parking Account funds).

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)
Petition – Zone GC CPZ.
- 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,
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