

**LONDON BOROUGH OF BRENT  
HIGHWAYS COMMITTEE 10 February 2004**

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:  
All

<b>REPORT TITLE :</b>	<b>PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME</b>
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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 December 2003, and on the receipt of a petition from Zone HW (Harlesden) objecting to the CPZ.

**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 HW 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.

**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 DIVERSITY IMPLICATIONS**

- 7.1 The proposals in this report have been subject to screening and officers believe that there are no diversity implications arising from it.

## **8.0 DETAIL**

### **Background**

- 8.1 The funding for CPZs progressed in the current financial year has been made available from the Council's Capital Programme and Parking Account (Revenue), and from Transport for London (TfL), to mitigate the impact in Brent of the Central London Congestion Charging Scheme (CCS). By far the largest proportion of funding was from TfL and the associated schemes have either been implemented or will be implemented by the end of the current financial year.
- 8.2 Brent has also made available funds through its own Main Programme for the Neasden Town Centre improvements, which includes a town centre CPZ proposal.

## **REVENUE & MAIN PROGRAMME FUNDED SCHEMES**

### **SUDBURY AREA CPZs**

#### **Zone SH (Sudbury Hill – Appendix B)**

8.3 The CPZ came into operation on 22 December 2003 and early indications are that the scheme is working well. Some reports of parking difficulties have been received from residents of Maybank Avenue since the introduction of the Zone SH CPZ, which officers will be monitor and report back to a future meeting of this Committee. Members are reminded that Maybank Avenue residents were consulted twice, and on both occasions the CPZ proposals were rejected.

#### **Zone ST (Sudbury Town – Appendix B)**

8.4 A review of the Sudbury Town CPZ was carried out in November/December 2003 and the results reported to the December 2003 Highways Committee. Whilst the review did not identify specific areas of concern which warranted materiel changes to the CPZ, a high proportion of residents indicated that they were dissatisfied with the operational times of the CPZ. Committee therefore agreed to officers to re-consult in Zone ST on the operational times. The review will be carried out in January/February 2004 and the results reported to the next meeting of this Committee.

#### **Neasden Town Centre CPZ (Appendix C)**

8.5 The statutory consultation in respect of the town centre CPZ has been successfully completed and implementation 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 7 January 2004 Executive approved funding for the town centre works and the scheme will be progressed to implementation and completion in 2004/2005.

## **CPZ REVIEWS**

#### **Zones MC & GM (Appendix D)**

8.6 The results of informal consultations as part of the reviews of Zones MC and GM were reported to the December 2003 Highways Committee. The Zone GM review was specifically on the operational times of the CPZ as an earlier review had identified support in a number of streets for the reduction in the scheme operational times from the existing 10 am to 9 pm, Monday to Saturday, to 10 am to 3 pm, Monday to Saturday. Following the consultation a petition was received from a number of residents concerned at the possible reduction in the duration times of the CPZ, and the October 2003 Highways Committee instructed officers to re-consult in Zone GM on the operational times of the CPZ.

8.7 The results of the re-consultation carried out in Zone GM in November/December 2003 were reported to the previous meeting of this Committee, and identified inclusive areas of support for both the '10-9' and '10-3' operational times. It was recommended to Committee that the streets which had indicated support for the 10-

3 operational times be included in a separate Zone, Zone GA, which Committee approved. Zone GA is shown at Appendix D, and includes streets in the existing Zone GM as well as the previously approved Zone GM extension, which is subject to statutory consultation and implementation thereafter. It is anticipated that the statutory consultation will commence in March 2004 and the amendments to the signage in the existing CPZ streets will be implemented thereafter. Implementation of the remaining part of GA will be subject to the availability of funding in the 2004/05 financial year.

- 8.8 The results of the Zone MC review also identified support for a reduction in the CPZ operational times from 10 am to 9 pm, Monday to Saturday, to 10 am to 3 pm, Monday to Friday. However the December 2003 Committee deferred a decision on how to proceed on the basis of the consultation results pending further discussions with local ward members. The outcome of this will be reported at Committee.

#### **Zones KG, KM & KR (Kensal & Carlton Vale) (Appendix E)**

- 8.9 The reviews of Zones KG, KM and KR will be carried out in January/February 2004 and the results reported to the next meeting of this Committee.

#### **Zone NS (Appendix F)**

- 8.10 The review of Zone NS (Neasden) will be carried out in January/February 2004 and the results reported to the next meeting of this Committee.

#### **CONGESTION CHARGING RELATED SCHEMES (TfL Capital funds)**

##### **Zone GC (Appendix G)**

- 8.11 Implementation of the Zone GC CPZ was underway at the time of writing this report and subject to satisfactory progress the CPZ is scheduled to come into operation on 15 March 2004.
- 7.12 The December 2003 Committee considered the results of informal consultations on the extension of Zone GC. The following streets were approved for inclusion in the CPZ: Ackland Road, Lechmere Road, Linacre Road, Park Avenue, and St Paul's Avenue. CPZ measures in these streets will be introduced subject to satisfactory statutory consultation and the availability of funding in the 2004/05 revenue funds (Parking Account).

##### **Zone GB (Appendix G)**

- 8.12 The December 2003 Committee considered a petition received from residents of Ellesmere Road requesting CPZ measures for their street. The petitioners also raised concerns at road safety due to parking displacement from Zone GB. Committee agreed to defer consultation on the CPZ extension until April 2004, but instructed officers to meet with the petition organisers to discuss their concerns at road safety, and to implement remedial measures as appropriate.

## **Zone GD (Appendix H)**

- 8.13 Implementation of the CPZ was underway at the time of writing this report. Contractors responsible for providing electrical connections to parking meters in the CPZ have reported difficulties as a result of which the operational date of the scheme has been postponed to 15 March 2004.

## **Zone KL (Appendix J)**

- 8.14 The CPZ was approved for implementation by the December 2003 Committee following a re-consultation on the operational times of the CPZ. Implementation is scheduled to commence in February 2004 and, subject to satisfactory progress, the CPZ will be operational on 15 March 2004.

## **Zones H review, HW, HS (Harlesden) (Appendix K)**

- 8.15 The statutory consultation in respect of Zone HS and the Zone H review are scheduled for completion in March 2004. Subject to there being no unresolved objections, implementation is programmed to commence in April/May 2004.
- 8.16 A petition bearing 75 signatures objecting to the Zone HW CPZ was received in December 2003 in response to the Public Notice as part of the statutory consultation process. Although the petition complied with Standing Orders only 37 signatories were from addresses within the proposed HW Zone. The petition reads:

*"We the undersigned do not agree with the proposal to make the following streets Palermo Road, Rucklidge Avenue, Leghorn Road, Spezia Road, Furness Road, Ancona Road, Radcliffe Avenue, Harlesden Gardens, Crownhill Road, Springwell Avenue, Park Parade, Burn's Road and Ashdon Road subject to any form of controlled parking be it resident or pay and display."*

Further comments were attached to the petition and these are appended at Appendix L.

- 8.17 The petition was considered by the Director of Transportation under delegated authority, who decided to overrule the objections raised in the petition. The objections and officers comments are summarised at Appendix M, which Committee is requested to note. Committee is also requested to endorse the Director of Transportation's decision to overrule the objections received.

## **Revenue Funded CPZs**

### **Zone QA, Queensbury Station Parade Area - Appendix N**

- 8.18 Implementation of the CPZ was substantially complete at the time of writing this report and the scheme is scheduled to come into operation on 26 January 2004.

## **9.0 BACKGROUND INFORMATION**

### **Details of Documents:**

- 9.1 Environment Committee 29<sup>th</sup> 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 HW CPZ.
- 9.2 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**  
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