

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 20 April 2004**

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:
All

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| 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 February 2004, and on the receipt of the following petitions:

- Chamberlayne Road – request for CPZ measures
- Maybury Gardens (Zone GH CPZ) – reallocation of parking to resident permit holder only
- Fairlight Avenue (Zone HW CPZ) – request for exclusion from CPZ
- Palermo Road – against the Zone HW CPZ

2.0 RECOMMENDATIONS

2.1 That Committee notes the progress on the Controlled Parking Zones programme funded by Transport for London Capital funds (associated with the Mayor's Congestion Charging Scheme for Central London 2003/2004) and the Transportation Service Unit revenue budget.

2.2 That Committee approves the programme of CPZ investigations and implementation for the 2004/05 financial year as detailed in Item 8.37 of this report.

2.3 That Committee notes the petition received from Chamberlayne Road and agrees that officers consult residents on CPZ proposals.

2.4 That Committee notes the petition received from Maybury Gardens and agrees that the petitioners request be investigated through a review of the Zone GH CPZ.

2.5 That Committee notes the petition from Fairlight Avenue received and agrees that either:

- (a) The petition be overruled, or
- (b) The petition be upheld and Fairlight Avenue be excluded from Zone HS

2.6 That Committee approves Zone MJ for statutory consultation as detailed in Item 8.28 in this report and shown at Appendix H.

- 2.7 That the amendments to the Zones MA and MW boundaries as detailed in Items 8.28 & 8.29 and shown at Appendix I be approved.
- 2.8 That Committee approves the inclusion of Harlesden Gardens in its entirety in the Zone HW CPZ.
- 2.9 That Committee notes the petition from Palermo Road
- 2.10 That Committee authorises officers to consult on CPZ proposals for the following areas:
- Zone GB extension (Appendix E)
 - Zone KL extension (Appendix L)
- 2.11 That the consultation area boundaries for Zones GB and KL extensions be agreed with local members prior to consultation.

3.0 FINANCIAL IMPLICATIONS

- 3.1 The vast majority of CPZs implemented in 2003/04 were progressed using Transport for London Capital funds for complementary measures associated with the Central London Congestion Charging Scheme (CCS). At the time of writing this report there was no confirmed Capital funding available for CPZ measures for 2004/05.
- 3.2 An allocation of £270,000 from surpluses in the Parking Account has been made available to the Transportation Service Unit for new CPZs and reviews of existing CPZs. The proposed schemes to be funded from this revenue budget, and their respective priorities, are detailed at Item 8.37 in this report.

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.

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 All public consultation material includes a section written in the most common languages used in the Borough with an explanation of how more information about proposals can be obtained.
- 7.2 CPZ's take account of the requirements of the different religious organisations in the borough in respect of parking needs for community establishments during the design of projects and through the consultation process.
- 7.3 CPZ's take account of the needs of people with disabilities through parking dispensations for blue/orange badge holders in parking places which allow parking without charge or restriction on length of stay and through the provision of disabled persons parking places in order to assist the mobility impaired. The control of on street parking also allows greater access to crossing points and at road junctions by preventing obstruction at these locations in order to assist pedestrians particularly the blind or visually handicapped.

8.0 DETAIL

Background

- 8.1 The 2003/04 the CPZ programme was funded from the Council's Parking Account (Revenue Funds) and from Transport for London (TfL), to mitigate the impact in Brent of the Central London Congestion Charging Scheme (Capital funds). By far the largest proportion of funding was from TfL and the majority of the associated schemes were either completed, or being implemented, by the end of the 2003/04 financial year.
- 8.2 Brent has also made available funds through its own Capital Main Programme for the Neasden Town Centre improvements, which includes a town centre CPZ. These works are scheduled for completion in 2004/2005.

NEW CPZ's

MAIN PROGRAMME FUNDED SCHEMES

Neasden Town Centre CPZ (Appendix A)

- 8.3 Implementation of the town centre works commenced on 1 March 2004. The CPZ, and other elements of traffic management, will be coordinated with these works which are scheduled for completion at the end of July 2004.

CONGESTION CHARGING RELATED SCHEMES (TfL Capital funds 03/04)

Zone GB (Appendix B)

- 8.4 Members will recall considering a petition at the December 2003 Committee received from residents of Ellesmere Road requesting CPZ measures for their street. Committee agreed to defer consultations until April 2004. There have been ongoing requests from residents of streets on the periphery of the CPZ for their inclusion in the Zone GB CPZ. Committee is therefore requested to agree that officers carry out informal consultations for the extension of Zone GB in the area shown at Appendix B.

Zone GC (Appendix C)

- 8.5 Zone GC came into operation on 16 February 2004 and early indications are that the scheme is working well. The extension of this CPZ, as approved by the December 2003 Highways Committee, to include Ackland Road, Lechmere Road, Linacre Road, Park Avenue, and St Paul's Avenue has been included in the 2004/05 CPZ programme for statutory consultation and implementation, as detailed in Item 8.37 of this report. Committee is requested to note and approve the inclusion of the extension of Zone GC in this programme.

Zone GD (Appendix D)

- 8.6 The CPZ has been fully implemented, however there are continuing difficulties with providing connections to 'pay & display' machines. It is anticipated that the CPZ will be operational on 14 April 2004.
- 8.7 Committee is informed on the receipt of a petition from residents of Maybury Gardens requesting the reallocation of the existing 'permit holder' and 'shared use' parking places to 'resident permit holder only' parking. Although the petition, which complies with Standing Orders, merely reads "*Resident permit holder only bays*", the request is outlined in the covering letter.
- 8.8 The primary concern raised by the petitioners was that there would be inadequate parking for residents of Maybury Gardens, if other permit holders and visitors were also permitted to park in the street. The following summary suggests that the current parking allocation will meet the parking demand from Maybury Gardens' residents:

| | |
|--|-----------|
| Number of properties: | 54 |
| No. of shared use bays: | 6 |
| No. of permit holder bays: | 53 |
| Total available for permit holders: | 59 |

Total no. of residents permits

Issued in Maybury Gardens (Mar 04) 42

'Surplus': 17

- 8.9 The petition was received in February, i.e before the CPZ came into operation. Visits to Maybury Gardens during the CPZ operational times have shown that parking is generally readily available. It is therefore suggested that the petition be noted and that the request for residents only parking bays be investigated when the CPZ is reviewed in August/September 2004.

Zone KL (Appendix E)

- 8.10 The CPZ came into operation on 15 March 2004 and indications are that the scheme is working very well. However complaints have been received from residents of streets on the periphery of the CPZ at parking displacement, together with numerous requests from residents of these streets for the CPZ measures to be extended to their streets. Committee is requested to authorise officers to consult on a scheme of CPZ measures for the area shown at Appendix E.
- 8.11 A petition was also received from residents of Chamberlayne Road in February 2004 requesting their inclusion in a CPZ. The petition complies with Standing Orders and reads:

"Petition by residents to include northern section of Chamberlayne Road, NW10 – between All Souls Avenue & Hardinge Road in CPZ by making it residents only parking"

- 8.12 Although the petition is before this Committee for consideration, the petition organiser addressed the February 2004 Committee on the issues raised in the petition, as well as on other traffic related matters. It is suggested that Chamberlayne Road be included in the consultation area referred to in Item 8.10 above.

Zones H review, HW, HS (Harlesden) (Appendix F)

- 8.13 The statutory consultations in respect of Zone HS and the Zone H review were successfully concluded in February 2004. Implementation of Zone HS was underway at the time of writing this report and is scheduled for completion in April 2004. Changes to the existing Zone H (Harlesden Town Centre CPZ) identified through the CPZ review were also underway at the time of writing this report and are scheduled to come into effect on 26 April 2004.
- 8.14 Committee is informed on the receipt of a petition in March 2004 from residents of Fairlight Avenue opposing their inclusion in the Zone HS CPZ. The petition complies with Standing Orders and reads:

"We the residents of Fairlight Avenue oppose the the plans to introduce Control Parking on our street. We do not have a parking problem during the day, when the scheme will be operational and we see this scheme as a means of raising additional revenue by the Council, through a scheme that isn't required and will be of no benefit to us."

Please keep us informed of all developments regarding the above scheme at the following address (address supplied)”

- 8.15 There was majority support for the CPZ from Fairlight Avenue in response to the original consultation (5 respondents in favour, 4 against) and the street was approved for inclusion in Zone HS by the December 2002 Committee. The statutory consultation in respect of the CPZ was concluded in February 2004 during which no objections were received and the scheme is therefore being progressed to implementation.
- 8.16 The location of Fairlight Avenue can be seen at the map at Appendix F. Members will note that it is almost centrally located in the Zone HS CPZ, hence its exclusion would most certainly expose it to parking displacement when the CPZ is operational. Officers would therefore not recommend excluding this street. Committee is requested to note the petition and to agree that either:
- (a) The petition be overruled, or
 - (b) The petition be upheld and Fairlight Avenue be excluded from Zone HS
- 8.17 Implementation of the Zone HW CPZ was substantially complete at the time of writing this report. Subject to satisfactory progress the CPZ is scheduled to come into operation on 29 March 2004. Concerns have been received from some residents of Harlesden Gardens (between Crownhill Road and St John's Avenue) in respect of the CPZ. It is therefore suggested that an early review of the scheme in this section of Harlesden Gardens be carried out in May/June 2004.
- 8.18 Members are informed on the receipt of a petition, submitted as individually completed questionnaires, from a business in Palermo Road in respect of the CPZ. The petition complies with Standing Orders and reads:
- “Brent Council are keen to introduce a Residents Parking scheme to Palermo Road which will mean that you will have to pay £50 to park in Palermo Road during the day. This will not change the night time arrangements at all nor will it guarantee a parking place during the day.*
- Q: Are you in favour of the introduction of residents parking*
- Q: Against the scheme”*
- 8.19 Committee will be mindful that the CPZ has been introduced following successful consultations with local residents and businesses. The consultation provided details of the parking charges and explained that the CPZ measures were intended to address daytime parking difficulties experienced by residents on account of long stay non residential parking. It was also explained that the CPZ would not necessarily guarantee parking, but would make it easier to find parking if non residents cars were removed from the CPZ area.
- 8.20 The petition organiser addressed the February 2004 Committee and requested that the CPZ proposals be withdrawn, however, in view of the majority support for the CPZ measures from Palermo Road, Committee agreed to proceed with the CPZ.

- 8.21 Members will recall that requests were received at previous meetings of the Committee from a resident of Harlesden Gardens for the inclusion of the whole of Harlesden Gardens in the Zone HW CPZ. The initial consultation had only identified support from the section south of Crownhill Road, and concerns were raised by the resident that parking would displace into the 'uncontrolled' section of the street. Committee agreed to the consultation and also agreed that the previously excluded section of Harlesden Gardens be included in Zone HW subject to there being support for the proposals.
- 8.22 The re-consultation in Harlesden Gardens was carried out in January/February 2004. The results indicated that 50% of the respondents from the section between Crownhill Road and St. John's Avenue (the 'northern section') were in favour of being included in the CPZ, and 50% were against the proposals. In view of the support from streets surrounding this section of Harlesden Gardens, and the very high probability that parking would displace from these streets into Harlesden Gardens, it was agreed to include the northern section in the Zone HW CPZ.
- 8.23 Committee is informed that a number of complaints and objections have been received from residents of the northern section of Harlesden Gardens at their inclusion in the CPZ. The lining and signing in respect of the CPZ had been completed at the time of receiving these complaints and the statutory consultation period had already expired, without any formal objections being received. The objections had been noted and responded to but officers had resolved to bring the CPZ measures in Harlesden Gardens into operation. Committee is requested to note and approve this decision.

CPZ REVIEWS

Zones MC, MA, MK & MW (Appendix G)

- 8.24 The review of Zone MK showed that generally residents were satisfied with the CPZ and as no specific concerns were raised from the review, the December 2003 Committee agreed that no changes be made to the CPZ.
- 8.25 The December 2003 Committee also considered the results of the reviews of Zones MA, MC and MW but resolved to defer any decisions on the outcomes pending further discussions with local members. These discussions have been ongoing and progress to date is reported below.

Zone MC

- 8.26 The review of the Zone MC CPZ showed that there was majority support for a reduction in the operational times of the CPZ from the existing 10 am – 9 pm, Monday to Saturday operational period to 10 am – 3 pm, Monday to Friday. Members agreed to proceed with the statutory consultation to amend the CPZ operational times. The consultation is scheduled to commence in May 2004, and subject to satisfactory progress the revised CPZ times will be brought into operation in August 2004.

Zone MA

8.27 The review indicated that overall the CPZ was considered satisfactory and no material changes were identified. However there were specific issues regarding parking for visitors to the Sri Swaminarayan Temple in Willesden Lane and the review investigated the provision of additional short term 'pay & display' parking for visitors to the area by reallocating existing 'permit holder only' parking to 'shared use' parking. This was not supported and Committee agreed that further discussions be held between officers, representatives of the Temple and, local residents. Although an informal meeting took place in February 2004, the issue has not been resolved and further discussions will take place. Committee will be informed of the outcome in due course.

Zone MW

8.28 The Zone MW review identified a demand for shorter operational times of the CPZ in a number of streets, which formed an inclusive area and which could form a separate zone. In reporting the results of the review to the December 2004 Committee it was suggested that this zone be designated Zone MJ, as shown at Appendix I. Following further discussions with local members it was agreed that Zone MJ be progressed to statutory consultation. Committee is therefore also requested to agree to this and to approve the operational hours of the zone as 10 am to 3 pm, Monday to Friday.

8.29 There was also support for the 10 am – 3 pm, Monday to Friday operational times from the sections of Teignmouth Road and St. Gabriel's Road which are currently in Zone MW. It is therefore suggested that these streets be incorporated into Zone MA as shown at Appendix I.

8.30 The following changes to Zone MW were also approved by local members, which Committee is requested to approve:

- Convert the 4 hour 'pay & display' bays adjacent to Walm Lane to 2 hours maximum stay
- Introduce a 'City Car Club' bay in Station Terrace.

Zone GA (Appendix J)

8.31 The February 2004 Committee approved a re-consultation in Zone GA on the operational times of the CPZ. The consultation was in progress at the time of writing this report and the results will be reported at Committee.

Zones KB & KQ (Kilburn Area CPZs) (Appendix K)

8.32 The reviews of Zones KB and KQ showed demand for additional on-street parking and an increase in the duration of stay in 'pay & display' parking from 1 hour to 2 hours. These were approved by Committee and the statutory consultation in respect of these changes is currently underway. It is anticipated that the amendments will be implemented in May/June 2004.

Zones KG, KM & KR (Kensal & Carlton Vale) (Appendix L)

8.33 The reviews of Zones KG, KM and KR were underway at the time of writing this report and the results will be reported at Committee. A copy of the consultation is attached at Appendix L.

Zone NS (Neasden Station Area)(Appendix M)

8.34 The review of Zone NS (Neasden) was carried out in February 2004. A copy of the consultation is attached at Appendix N and the results also summarised at Appendix N. The following is a summary of the responses to the questions asked in the questionnaire:

Operational hours – 54% indicated the times should remain unchanged; 29% wanted shorter hours; 7% supported extending the times.

Difficulty experienced in parking during the CPZ operational times: 42% yes; 58% No.

Satisfied with CPZ? 58% yes; 30% no; 12% not sure

8.35 In view of the above responses it is suggested that the operational times of Zone NS remain unchanged. The results at Appendix P show that residents of Ballogie Avenue, Lansdowne Grove, Leeland Way, Neasden Lane and Prout Grove experience difficulty in parking during the CPZ hours. Officers will investigate this further and report the outcome to the next meeting of this Committee.

Zone ST (Sudbury Town Area)(Appendix P)

8.36 The review of Zone ST was underway at the time of writing this report and the results will be reported at Committee. A copy of the consultation is attached at Appendix P.

2004/2005 PROGRAMME OF WORK

8.37 During the course of 2003/2004 ten additional CPZs were progressed to implementation. It is highly probable that there will be requests from peripheral areas of these CPZs for similar parking control measures. Indeed, as reported above and at previous Committees, petitions have already been received for the extensions of Zones KL, KS (Brondebury area – Appendix Q) and GC. Committee has also approved a new zone, Zone GA (Appendix J) as an 'extension' of the Cricklewood area parking controls.

8.38 No Capital funding has been identified for the 2004/05 financial year for CPZ measures, either through the Borough Spending Plan (BSP) settlement or from TfL through complementary Congestion Charging Scheme measures. An allocation of £290,000 has been confirmed from the Parking Account (revenue budget). The table below lists the proposed schemes for 2004/05 in priority order, which Committee is requested to note and approve. Members are requested to note that KS (Extension), GA and GC (Extension) have already been approved for implementation following successful consultations with local residents and businesses.

| SCHEME | PROPOSED IMPLEMENTATION | BUDGET 2004/2005 |
|------------------------------------|--------------------------------|-------------------------|
| Zones KB & KQ review amendments | May/June 2004 | £10,000 |
| Zone KS (extension) | July/August 2004 | £60,000 |
| Zone GA / GM | August/September 2004 | £60,000 |
| Zone GC (extension) | September/October 2004 | £60,000 |
| Zones MW, MJ, MA review amendments | October 2004 | £20,000 |
| KG, KR, KM review amendments | December 2004 | £10,000 |
| ST review amendments** | December 2004 | £10,000 |
| GB or KL (extension)** | February/March 2005 | £40,000 |
| | | |
| | TOTAL | £270,000 |

** To be progressed subject to consultation and support for CPZ measures

9.0 BACKGROUND INFORMATION

Details of Documents:

- 9.1 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)
Consultations & Petitions.
- 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

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