

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 20th APRIL 2004**

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:
All

REPORT TITLE :	REVIEW OF SHORT DURATION CONTROLLED PARKING ZONES
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1.0 SUMMARY

- 1.1 This report informs members on the results of investigations carried out by officers to establish the viability of 'one-hour' or other short duration Controlled Parking Zones (CPZs) in response to frequent requests received from residents and residents association and to consider a specific request for a pilot scheme in the Valley Farm area of Kingsbury.

2.0 RECOMMENDATIONS

- 2.1 That the contents of the report be noted.
- 2.2 That Committee rejects the option of 1-hour 'yellow line' waiting restrictions as a means of parking control as detailed in Item 8.7 of this report.
- 2.6 That Committee considers the options in 8.17 of this report and chooses a course of action.

3.0 FINANCIAL IMPLICATIONS

- 3.1 The impact of a pilot scheme in the Kingsbury area would have a very minor effect on the performance of the parking account. However, it will set a precedent for this type of scheme which could ultimately be very widespread.
- 3.2 The impact of the widespread use of very short duration CPZ's is likely to result in a significant reduction in the level of income from permits and PCN's which would reduce the ability of the parking account to be self financing, restrict or inhibit budgets to implement future CPZs and CPZ reviews, and ultimately restrict the ability to enforce parking restrictions in the borough effectively with consequent road safety implications.
- 3.3 Any reduction in income on the parking account will have an impact on the amount of revenue funding required by the Transportation and StreetCare Service Units to maintain the current level of service in respect of engineering schemes and parking enforcement.

4.0 STAFFING IMPLICATIONS

- 4.1 The Transportation Service Unit will undertake the public consultation, statutory consultation and implementation work in respect of any decisions agreed by this Committee.

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 Any schemes approved for implementation 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.

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 procedures currently adopted in investigating and implementing CPZs in Brent are in accordance with Brent's Parking Strategy 2002 which was approved by the October 2001 Committee. The strategy seeks to optimise parking according to a hierarchy of needs, with higher priority given to local residents and their visitors rather than commuter or other long stay parking. The objectives of the strategy are achieved through a system of parking controls designed to address factors which generate local parking demands, supported by an effective but fair parking enforcement regime.

- 8.2 The vast majority of CPZs currently in operation in Brent are either around rail/tube stations or in areas of high retail activity, such that there is the potential for parking demand throughout the 'working' day. Consequently parking control schemes are designed with operational hours which minimise the potential for long stay parking. Reviews of CPZs have shown that there is generally a high level of satisfaction with the schemes, including the operational times, which would indicate that Brent's current options for operational times of CPZs are well supported and provide an equitable solution to the conflicting demands for parking.
- 8.3 A requirement of CPZs from an operational viewpoint is that the schemes have to be at least self-financing. Income in the Parking Account generated from CPZs and other parking restrictions through permit charges, 'pay & display' charges, and Penalty Charge Notices fund the parking enforcement contractor and the maintenance of parking restrictions across the borough which accounts for over 80% of expenditure. Any surplus in this account funds the implementation and review of CPZs, as well as other traffic and transport related measures in Brent.
- 8.4 Prior to 2002/03 there was comparatively little Capital funding for CPZ measures and consequently Brent's ability to investigate and implement CPZs was dependent on revenue funding (Parking Account). A substantial increase in Capital funding in 2002/03 and 2003/04, through Brent's Borough Spending Plan submission and TfL funding for CPZs associated with the Central London Congestion Charging Scheme, enabled a proliferation of CPZs to be progressed, mainly in the Willesden, Neasden and Dollis Hill areas. It is unlikely that a similar level of Capital funding will be available in the current year; hence, there will be a greater dependency on revenue funding for CPZs.

Review Of CPZ Operational Times

- 8.5 Committee will recall that at the informal consultation in October/November 2002 for the Kingsbury CPZ, a request was received from the Valley Farm Estate Residents Association for the consideration of 'single yellow line' waiting restrictions as an alternative method to the proposed CPZ as a means of parking control. The suggested option was not recommended by officers for the following reasons:
- The yellow lines would be an inappropriate use of waiting restrictions, which are introduced for road safety reasons and to remove obstructive parking; not as a means of parking management.
 - The restrictions would apply equally to residents. Such a scheme would assume that there would be no residents' demand for parking during the restricted period.
 - There would be increased pressure on enforcement resources, as parking attendants would be committed to the area for the restricted period, thereby reducing enforcement capabilities in other parts of the borough.
 - Road safety could potentially be compromised by vehicles being moved from street to street in unsuitable locations in order to avoid the restricted periods.
- 8.6 In response to the above the residents association suggested alternate hours of operation of the yellow lines in each of the streets in the 'estate'. Officers' views were that this would be confusing for drivers which could potentially result in Penalty Charge Notice appeals being upheld by the Parking Adjudicator, whose advice to

local authorities is to keep parking restrictions simple and consistent. The suggestion of alternate hours was therefore not recommended.

- 8.7 Examples have been quoted by the Valley Farm Residents' Association of neighbouring boroughs that operate 1-hour waiting restrictions and 1-hour CPZs as a means of parking control, and have requested Brent to introduce similar schemes. The London Borough of Harrow has a number of schemes with 1-hour single yellow line restrictions in operation in streets adjacent to the borough boundary with Brent, which were introduced by the Metropolitan Police prior to the decriminalisation of parking offences. Indications from Harrow are that these will be replaced with conventional CPZs in due course as there is pressure to provide on-street parking for residents. In view of this, and of officers' comments at Items 8.5 and 8.6 above, Committee is requested to agree that a scheme of 1-hr yellow line waiting restrictions in any form is not considered as an option for managing on-street parking.
- 8.8 Boroughs neighbouring Brent, such as Barnet, Camden and Harrow do operate 1-hr and other short duration CPZs. Brent officers have discussed the merits of these schemes with the respective boroughs and the findings are summarised below. However, the boroughs have been unable to provide comparative figures for income, enforcement and maintenance costs for 'all day' schemes compared with short duration CPZs. Officers' views are that such figures are necessary to accurately forecast income and expenditure from CPZs, before members are minded to agree to proceed with short duration CPZs.
- 8.9 A number of CPZs in L.B. Harrow in residential areas close to rail/tube stations have historically been of a 1-hour duration, for example from 11 am to 12 noon, Monday to Friday. Whilst these have been moderately successful in addressing commuter parking problems, recent experiences have shown an increase in long term on-street parking, attributed mainly to local workers. Consequently, in many cases a further 1-hour restriction has been added in the afternoon to curtail this activity. Where there are shopping areas close to rail/tube stations, separate 'pay & display' schemes have been introduced to operate typically from 8 am to 6.30 pm, Monday to Saturday.
- 8.10 The majority of CPZs in Camden are 'all-day' schemes, although residents on the peripheries of these schemes are given the option of being included in a short duration (2-hour) CPZ. This is generally accepted even where residents do not experience parking difficulties because the operational times are less intrusive than the 'main' CPZ. The advantage also is that the potential for parking displacement is minimised. However, more recently, these outer areas have experienced an increase in long stay parking and therefore they are likely to be incorporated into the all-day CPZs.
- 8.11 Schemes in L.B. Barnet are also generally a combination of all-day CPZs in 'shopping areas', with peripheral 1-hour CPZ measures. Indications are that these schemes work well and consequently there are no proposals currently to change the schemes.
- 8.12 In comparison, the shortest duration of CPZ in Brent is 10 am to 3 pm, Monday to Friday, for example Zone MK (Kilburn Station). Although the CPZ was introduced to

curtail commuter parking mainly, there is sufficient retail and commercial activity in the area to generate long stay parking but the CPZ operational times prevent such parking. The hours are often very similar to a combination of a 1 hour in the morning and 1 hour in the afternoon scheme with a similar morning start and afternoon finish. The 10am – 3pm solution is however more effective at curtailing commuter parking and is less confusing to motorists.

- 8.13 The overall consensus from the three authorities consulted (above) appears to be that short duration CPZs do have some effect in conjunction with all-day schemes but not as 'stand alone' options. The schemes will deter most all-day commuter parking, but are not as effective in addressing local long term non residential parking, such as that associated with local workers, or even part time workers commuting from local rail/tube stations. With respect to income from their respective CPZs the consensus amongst the authorities is that the levels are clearly much lower in areas which operate short duration CPZs.

Proposals

- 8.14 This report is before members to consider whether the option of short duration (1-or 2-hour) CPZs should be incorporated in Brent's Parking Strategy. Whilst there is merit in these schemes, there are few areas in Brent where parking difficulties are purely attributable to commuters only. Hence, a short duration CPZ may not be appropriate in isolation but could be effective in combination with an all-day or longer period CPZ.
- 8.15 To address the requests received from the Valley Farm Estate Residents' Association for short duration parking control measures, it is suggested that a 'pilot' scheme of either a 1-or 2-hour CPZ be introduced in the Kingsbury Station Area. Committee is reminded that the cost of permits, irrespective of the operational hours of the CPZs, remain the same and it is therefore suggested that these be retained for the pilot scheme. Members will be aware that there is an existing 'pay & display' parking scheme in Kingsbury Road with operational times of 8 am to 6.30 pm, Monday to Saturday, which should form the core or central area of the CPZ. It is also suggested that the streets immediately adjacent to Kingsbury Road be incorporated into the central area, and the peripheral streets be offered the option of a shorter duration of controls. The proposals are shown at Appendix A, which Committee is requested to approve for consultation with local members and the Valley Farm Residents' Association.

- 8.16 Committee should note that if the pilot scheme is considered successful by residents and the option is included in Brent's Parking Strategy, there is a high probability that there will be an adverse impact on the Parking Account as the demand for this type of scheme increases once the precedent has been set. Short duration CPZs are marginally less costly to implement than all-day schemes, but the take up of permits and the issue of PCNs will be considerably lower. However, the cost of enforcement and CPZ maintenance costs will remain the same. The net effect on the Parking Account of the widespread use of very short duration CPZ's is likely to result in a significant reduction in the level of income which would reduce the ability of the parking account to be self financing, restrict or inhibit budgets to implement future CPZs and CPZ reviews, and ultimately restrict the ability to enforce parking restrictions in the borough effectively with consequent road safety implications. Members are reminded that the self financing aspect of parking control schemes and the operation of the parking account is a key theme of the Council's approved Parking Strategy.
- 8.17 Committee is therefore requested to consider and choose one of the following options:
- a) To reject the introduction of a short duration CPZ pilot scheme,
 - b) To introduce a pilot scheme in the Kingsbury area (including Valley Farm area) using a combination of short duration and all-day schemes as described in 8.15, and that the cost of permits be in line with existing CPZs operational elsewhere in the borough. That the effect of the scheme in operational and financial terms be reviewed quickly with further consideration by the Committee before approving this type of scheme in other areas.

9.0 BACKGROUND INFORMATION

Details of Documents:

- 9.1 L.B. Brent Parking Strategy
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)
- 9.2 Any person wishing to inspect the above papers should contact Satnam Sahota, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 020 8937 5141

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Review of Short Duration Controlled Parking Zones
APPENDIX A

