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Report Title :	PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME
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Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 15 JUNE 2004**

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:
All

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 April 2004.

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 amalgamation of CPZ Zone MC with Zone GM, as detailed in Item 8.14 subject to satisfactory statutory consultation.
- 2.3 That Committee approves the revised programme of CPZ implementation and informal consultation as detailed in Items 8.23 to 8.25.

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 £290,000 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 8.23 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

2003/04 Schemes Summary

- 8.1 A total of 11 new CPZs were successfully implemented in Brent in the 2003/04 financial year. The majority of funding for the implementation of these schemes was received from Transport for London (TfL), to mitigate the impact in Brent of the Central London Congestion Charging Scheme. The Queensbury and Sudbury CPZs were funded from revenue (Parking Account) funds.
- 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.
- 8.3 The table at Appendix A lists the schemes implemented in the 2003/04 financial year, together with their operational dates and respective times of operation. Members are informed below of progress with CPZs where these have previously been approved by this Committee.

Zone KS Extension – Appendix B

- 8.4 The statutory consultation in respect of the extension of Zone KS to include Brondesbury Park (between Sidmouth Road and Willesden High Road), Alverstone, Mount Pleasant and Hanover Roads is scheduled for completion in August 2004. Subject to there being no substantive objections implementation is programmed to commence in July 2004.

Zone GB – Appendix C

- 8.4 The April Committee agreed to informal consultations on the extension of Zone GB. The consultations are scheduled to take place in September 2004 and the results will be reported to a future meeting of this Committee.

Zone GC - Appendix D

- 8.5 The extension of Zone GC to include Ackland Road, Lechmere Road, Linacre Road, Park Avenue and St. Paul's Avenue was approved by the December 2003 Committee. The statutory consultation for the making of the Traffic Management Order (TMO) in respect of the CPZ is scheduled for completion in October 2004. Subject to there being no substantive objections, implementation has been programmed to commence in September 2004.

Zone GD – Appendix E

- 8.6 It was reported to the April Committee that difficulties had been experienced in bringing the 'pay & display' machines into operation. All machines were connected and operational at the time of writing this report.

Zone KL – Appendix F

- 8.7 Consultations for the extension of the CPZ in the area shown at Appendix F following the receipt of a petition in favour of CPZ measures was approved by the April 2004 Committee. The consultation is programmed for September 2004 and the outcome will be reported to a future meeting of this Committee.

Zones H, HS & HW – Appendix G

- 8.8 Amendments to the Harlesden town centre CPZ, identified through a review consultation, were underway at the time of writing this report. The amendments will address anomalies and inconsistencies in signing, lining and TMO's which exist due to periodic and piecemeal changes to the CPZ in recent years, and which have created difficulties for the parking enforcement contractor to effectively enforce the CPZ.
- 8.9 Zone HS came into operation on 26 April 2004 and early indications are that the scheme is working well.
- 8.10 The April 2004 Committee was informed about objections received from part of Harlesden Gardens (between Crownhill Road and St. John's Avenue) at their inclusion in the CPZ. Committee agreed to an early review of the CPZ, which will be carried out in June 2004. The results of the consultation will be reported to the July meeting of this Committee.
- 8.11 Committee is also informed about objections received from residents of St. John's Avenue at their inclusion in the CPZ. St John's Avenue was not originally included in the CPZ consultation, however as the scheme was being progressed, concerns were received from residents at the exclusion of St John's Avenue from the CPZ. Consultations with residents identified marginal support for the measures and St. John's Avenue was approved for inclusion in Zone HW. A separate statutory consultation will be undertaken for St John's Avenue in May/June 2004, following which the CPZ measures will be implemented subject to there being no unresolved objections.

Neasden Town Centre – Appendix H

- 8.12 The implementation of the CPZ will be programmed with the other elements of the town centre improvement works, which have commenced and are scheduled for completion in July 2004.

CPZ Reviews

Cricklewood Area CPZs

Zones MC & GM – Appendix I

- 8.13 The April 2004 Committee considered a petition from residents of Zone MC objecting to the proposal to reduce their CPZ operational times from 10 am – 9 pm, Monday to Saturday, to 10 am – 3 pm, Monday to Friday, as identified through the CPZ review consultation. Similar concerns had also been raised through local ward members that such a reduction in times would be detrimental to residents. Committee therefore agreed to retain the existing times of operation for Zone MC.
- 8.14 Since the implementation of Zone MC complaints had been received from local residents at inadequate parking capacity, which were investigated by officers but as maximum provision had already been made within the original CPZ design, there

was little scope for increasing capacity. Discussions with local members suggested that a possible solution would be to amalgamate Zone MC with the adjacent Zone GM CPZ, which has the same operational times. Officers have investigated this suggestion and consider this to be a viable option, and one which is unlikely to adversely affect Zone GM residents. Committee is therefore requested to agree to the proposal to combine Zones GM and MC, and that the residents of the respective zones be informed of the Committee's decision. It is also suggested that any objections received as a result be reported to this Committee for consideration before the statutory consultation is undertaken.

Zones GA & GW – Appendix J

- 8.15 Zone GW comprises streets north of Temple Road which were originally included in Zone GM, but in the review consultation showed support for reduced operational times of 10 am – 3 pm, Monday to Saturday. The April 2004 Committee approved this separate zone and the statutory consultation in respect of this will be undertaken in August/September 2004.
- 8.16 The statutory consultation in respect of Zone GA will be carried out in August 2004, and if no substantive objections are received, it is proposed to implement the parking controls in September/October 2004.

Mapesbury area CPZs

Zones MW and MJ – Appendix K

- 8.17 Committee will recall that the review consultation in Zone MW identified an area of support for reduced operational times of the CPZ controls, primarily from streets furthest from Willesden Green Station. The streets formed an inclusive area of support and Committee therefore agreed to a separate zone, Zone MJ, for these streets. The statutory consultation to amend Zone MW, and for Zone MJ, will be undertaken in August 2004.

Zone MA – Appendix K

- 8.18 The February 2004 Committee agreed to include the sections of Walm Lane, St.Gabriel's Road and Teignmouth Road which were previously in Zone MW, in Zone MA to address the support in these sections of streets for reduced CPZ operational times. The statutory consultation in respect of the change in boundary of Zone MA to incorporate these has been scheduled for August 2004.

Sudbury Town (Zone ST) CPZ – Appendix M

- 8.19 The April 2004 Committee approved the results of the review re-consultation which showed area wide support for the reduction in the CPZ operational times from 8 am – 6.30 pm, Monday to Saturday, to 10 am – 3 pm, Monday to Friday. Changes to the TMO are scheduled to be made in September 2004 following which the signage will be amended to reflect the revised operational times.

8.20 Minor changes to the parking allocation in some parts of the CPZ have also been proposed to reflect local concerns. A plan of the amended scheme will be available for inspection at Committee, which members are requested to approve.

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

8.21 Amendments to the CPZs identified in the reviews for additional on-street parking and an increase in the duration of stay in 'pay & display' parking from 1 hour to 2 hours were underway at the time of writing this report. A plan of the amended schemes will be available for inspection at Committee.

Zone KR (Kensal) (Appendix N)

8.22 The April 2004 Committee considered the results of the review consultations in Kensal and Carlton Vale (Zones KG, KM & KR). No changes were proposed in respect of Zones KG and KM and Committee agreed that officers investigate the feasibility of providing additional on-street parking in Zone KR in response to local concerns. The outcome of these investigations will be reported to a future meeting of this Committee.

2004/2005 PROGRAMME OF WORK

8.23 The April 2004 Committee approved the programme of work for the 2004/05 financial year and the associated funding, which has been updated and summarised below:

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	September/October 2004	£60,000
Zone GC (extension)	September/October 2004	£60,000
Zones MW, MJ, MA review amendments	October 2004	£20,000
Zone KR review amendments	December 2004	£10,000
ST review amendments**	December 2004	£10,000
GB or KL (extension)**	February/March 2005	£60,000
	TOTAL	£290,000

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

8.24 Since the implementation of the CPZs in the 2003/04 programme, requests have been received for the extensions of these schemes to include peripheral areas which have experienced parking displacement. The February 2004 Committee considered such requests and agreed that officers review the parking situation around these CPZs, and to report back to Committee with proposals. The initial

priority areas identified were around Dollis Hill and Kensal Rise Stations, which the April 2004 Committee agreed for inclusion in the 2004/05 programme (Zones GB & KL).

- 8.25 Requests received generally would indicate that there is an increasing level of support from peripheral areas of all CPZs introduced in 2003/04 for CPZ measures, including a minor 'petition' (i.e. has less than 50 signatures and does not therefore comply with standing orders) received from Cooper Road, NW10 (Zone GC). Committee is therefore requested to approve the following consultation programme:

ZONE	CONSULTATION
GB (Dollis Hill Station area)	September/October 2004
KL (Kensal Rise Station area)	September/October 2004
GC (Chapter Road area)	November/December 2004
GD (Denzil Road area)	November/December 2004
GH (Pound Lane area)	November/December 2004
HW (Harlesden)	January 2005
HS (Harlesden)	January 2005

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)
- 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

Richard Saunders
Director of Environment