

**LONDON BOROUGH OF BRENT  
HIGHWAYS COMMITTEE 15 JUNE 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>
-----------------------	--

## **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 June 2004, and details the receipt of the following petitions:

- Sandringham Road, Willesden Green (GC Zone) – Request for CPZ.
- Chapter Road, Osborne Road and Buxton Road, Willesden Green (GC Zone) – Request for CPZ.
- Cholmondeley Avenue, Harlesden (HW Zone) – Request for CPZ.
- Hillside Avenue, Wembley (W Zone) – Request for CPZ.
- Victoria Mews, Brondesbury (KB zone) – objecting to proposals.
- Melrose Avenue, Willesden Green (MW Zone) - opposing the division of the MW Zone and the reduction of the existing operational hours.

## **2.0 RECOMMENDATIONS**

- 2.1 That Committee notes the progress reported by officers on the Controlled Parking Zones programme.
- 2.2 That Committee notes the two petitions received from Sandringham Road and Chapter Road, Osborne Road and Buxton Road and agrees that officers consult residents on extending the GC zone CPZ in Chapter Road, Sandringham Road, Buxton Road, Osborne Road, Huddlestone Road, Windsor Road, Churchill Road and Balmoral Road.
- 2.3 That Committee considers the results of consultation on the KL zone extension, to be reported at Committee, and agrees to include streets where majority support is demonstrated and where those streets can form part of a fully inclusive zone.
- 2.4 That Committee considers the results of consultation in Harlesden Gardens (HW zone), to be reported at Committee, and agrees to either retain or remove this section of the scheme subject to majority support being demonstrated.
- 2.5 That the Committee notes the petition received from Cholmondeley Avenue and agrees that officers consult residents on extending the HW zone CPZ in this road.

- 2.6 That Committee notes the petition received from Hillside Avenue, Wembley and agrees that officers consult on extending the W zone CPZ in this road.
- 2.7 That Committee notes the petition received from Victoria Mews and agrees one of the options in paragraph 8.20 of the report.
- 2.8 That Committee notes the petition received from Melrose Avenue and agrees one of the options in paragraph 8.26 of the report.

### **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 8.4 in this report. This budget is for the material cost of undertaking consultation and implementation work. Staff costs have a separate budget allocation in the Transportation service unit revenue budget. The schemes identified in 8.4 are those schemes where material costs are expected.

### **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**

### **2004/2005 Programme Of Work**

- 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.
- 8.2 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 initial priority areas identified were around Dollis Hill and Kensal Rise Station s (Zones GB & KL), which the April 2004 Committee agreed for inclusion in the 2004/05 programme. The full programme of consultations proposed for 2004/2005 is shown in the table below. Where the details of these scheme extensions are mentioned in the report please refer to the paragraph indicated.

<b>Zone extension</b>	<b>Public consultation</b>	<b>Paragraph ref.</b>
KL (Kensal Rise Station area)	July 2004	8.9

GB (Dollis Hill Station area)	September/October 2004	8.6
GC (Chapter Road area)	September/October 2004	8.7 & 8.8
GD (Denzil Road area)	November/December 2004	-
GH (Pound Lane area)	November/December 2004	-
HW (Harlesden)	January / February 2005	-
HS (Harlesden)	January / February 2005	-

8.3 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.

8.4 The main source of funding for schemes in 2004/2005 is the Transportation Service Unit revenue budget. In April 2004 Committee approved the programme of work for the 2004/05 financial year as summarised below:

<b>SCHEME</b>	<b>PROPOSED IMPLEMENTATION</b>	<b>BUDGET 2004/2005</b>
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
<b>TOTAL</b>		<b>£290,000</b>

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

### **CPZ scheme programme (new areas)**

#### **Zone KS extension (Brondesbury Park) – Appendix A**

8.5 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 by end of August 2004. Subject to there being no substantive objections implementation is programmed to commence in July 2004.

#### **Zone GB extension (Willessden Green) – Appendix B**

8.6 The April Committee agreed to informal consultations on the extension of Zone GB in the roads to the north of the zone which are affected by parking displacement. The consultations are scheduled to commence in September 2004 and the results will be reported to a future meeting of this Committee.

## **Zone GC extension (Willesden Green) - Appendix C**

- 8.7 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 regulation order 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.
- 8.8 Two petitions have been received from residents in this area seeking to be included with a CPZ scheme. Both petitions have met the standing orders requirement for a minimum of 50 verified signatures. The first petition states "...due to the current parking difficulties and overload of neighbouring roads and commuter parking, we the residents of Sandringham Road, Willesden Green, London NW2 hereby sign this petition in order for London Borough of Brent to enforce a Controlled Parking Zone in Sandringham Road." The second petition states "Buxton Road, Chapter Road and Osborne Road in favour of GC extension." These streets are very vulnerable to parking displacement and the situation will be exacerbated with the introduction of the currently programmed extension to the GC zone. It is therefore recommended that consultations be undertaken with residents in these roads to seek their views on extending the GC Zone here. It is also suggested that all streets which are enclosed by the existing GC zone, proposed GC extension, MW zone and the High Road be consulted on being included within the GC zone because these streets are all vulnerable to parking displacement from the currently proposed GC extension scheme. The reconsultation would therefore include Chapter Road, Sandringham Road, Buxton Road, Osborne Road, Huddleston Road, Windsor Road, Churchill Road and Balmoral Road. The consultation can be undertaken in September / October 2004.

## **Zone KL extension (Brondesbury Park) – Appendix D & E**

- 8.9 Consultations for the extension of the CPZ in the area shown at Appendix D were approved by the April 2004 Committee following the receipt of a petition in favour of introducing CPZ measures. The consultation was programmed for September 2004, however, due to Ward Councillor's and Lead Member's requests the consultation has been brought forward to July 2004. Details of the consultation material can be seen at Appendix E. The closing date for the consultation is the 23<sup>rd</sup> July and the results of consultation will be presented to the meeting in supplementary information to follow this agenda. The Committee will be requested to agree to include streets where majority support is demonstrated and where those streets can form part of a fully inclusive zone.

## **Zones H, HS & HW (Harlesden) – Appendices F & G**

- 8.10 The amendments to the Harlesden town centre CPZ (H zone), identified through a review consultation, were substantially complete at the time of writing this report. The amendments have addressed anomalies and inconsistencies in signing, lining and traffic regulation orders which have occurred due to periodic and piecemeal changes to the CPZ in recent years. The changes have already made significant improvements to bus journey times in the town centre and reduced the level of congestion.

- 8.11 In the HW zone the April 2004 Committee was informed about objections received from the north-western end of Harlesden Gardens (between Crownhill Road and St. John's Avenue) at their inclusion in the CPZ. Following discussions with ward members an early review of the CPZ is being undertaken and residents are being consulted on whether to retain or remove the CPZ in their street. Details of the consultation material can be seen at Appendix G. The closing date for the consultation is the 23<sup>rd</sup> July and the results of consultation will be presented to the meeting in supplementary information to follow this agenda. The Committee will be requested to either retain or remove this section of Harlesden Gardens subject to majority support being demonstrated for either course of action.
- 8.12 A petition has been received from residents in Cholmondeley Avenue seeking to be included with the HW zone CPZ. The petition has not met the standing orders requirement for a minimum of 50 verified signatures but the number of signatures represents a significant proportion of the residents of the street and has therefore been reported. The petition states "The residents named overleaf wish to reconsider their decisions and have the above extended to Cholmondeley Avenue....." Residents in this road previously petitioned the Council in April 2003 to be removed from the HW zone CPZ scheme and following further public consultation to verify public support for the petition Cholmondeley Avenue was removed from the scheme. This road is in a very exposed location and since the CPZ was introduced this road has been affected by a high level of parking displacement. It is therefore suggested that residents be consulted again on proposals to include them within the HW zone CPZ as they have requested.
- 8.13 Zone HS came into operation on 26 April 2004 and the scheme is working well.

#### **Neasden Town Centre – Appendix H**

- 8.14 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.

#### **Kingsbury Town Centre – Appendix O**

- 8.15 A "pay and display" parking scheme was introduced into Kingsbury Road centred on the shopping centre as a part of the town centre improvement works. The scheme became operational in May 2003. A review of the scheme is now necessary and has been programmed for September 2004 when a public consultation will take place. The results of consultation will be reported to a future meeting of the Committee.

#### **Pilot resident's parking scheme – Valley Farm area, Kingsbury – Appendix O**

- 8.16 Committee will be aware that a pilot one hour resident's parking scheme has been approved for consultation at the committee meeting on June 2004. This consultation will take place in July / August 2004. The results of consultation will be reported to the October meeting of the Committee.

#### **Petition – Hillside Road, Wembley – Appendix I**

8.17 A petition has been received from residents in this road seeking to be included with a CPZ scheme. The petition has not met the standing orders requirement for a minimum of 50 verified signatures but the number of signatures represents a significant proportion of the residents of the street and has therefore been reported. The petition states "We the residents of Hillside Avenue, Wembley call on Brent council to consider extending the local CPZ into our area because our road also suffers from parking problems and is now used as a free car park." The W zone CPZ in Wembley Hill is in close proximity to Hillside Avenue and it would be possible to include this road if support could be demonstrated. It is suggested that officers undertake public consultation in Hillside Road to seek local resident's views on this proposal.

#### **Petition – Victoria Mews, Brondesbury (KB zone) – Appendix N**

8.18 A petition has been received from residents in Victoria Mews opposing the proposed marking out of CPZ measures in their street. The petition has not met the standing orders requirement for a minimum of 50 verified signatures but the number of signatures represents a significant proportion of the residents of the street and has therefore been reported. The petition states "...We oppose the proposals as they stand and request that Victoria Mews be made a sub-zone for Victoria Mews residents and guests only....." The most recent changes to the KB zone CPZ have already been subject to statutory consultation some years ago and became operational in April 2002. At that time a parking layout for Victoria Mews as a part of the KB zone was included in the traffic regulation order. The road markings were not marked out at that time because of a development under construction in the street. In order to aid the passage of construction vehicles the road markings were not laid down. Residents have now been informed by letter in June 2004 that the road markings (bays and yellow lines) will be introduced following the completion of construction works in order to give effect to the existing traffic regulation order and make the scheme operational in Victoria Mews.

8.19 The key points raised by the petitioners against the parking layout is that they would like a separate zone for Victoria Mews, the use of road markings is unsightly and they feel that parking space is restricted by the parking bays arrangement. Committee should be aware that any parking scheme layout would require the marking out of bays and yellow lines to indicate to road users the different restrictions in force and this is a legal requirement. In addition it would not be practical to consider this street in isolation because a single road cannot be considered for a separate zone. This would set a precedent for every street to be a separate zone which would be unworkable, confusing and result in an excess of signing on-street.

8.20 The Committee have two courses of action to consider as follows:

- a) Hold the implementation works and reconsult residents in Victoria Mews over revised proposals,
- b) Proceed with the implementation works.

#### **CPZ review programme (existing areas)**

## **Zones MC & GM (Cricklewood) – Appendix J**

8.21 Since the implementation of Zone MC complaints had been received from local residents about the inadequate parking capacity in the zone. Investigations by officers indicated that the maximum provision had already been made within the original CPZ design and there was little scope for increasing capacity. Following discussions with local members it was agreed to amalgamate Zone MC with the adjacent Zone GM CPZ, which also has the same operational times, to allow wider movement of permit holders within the combined area. Residents are being advised by letter in July 2004 that a statutory consultation will commence to make this change. Any objections received as a result of the consultation will be reported back to this Committee for consideration before implementation is undertaken.

## **Zones GA & GW (Cricklewood) – Appendix K**

8.22 Zone GW has been approved as a zone which will comprise of roads to the north of Temple Road and operate Monday – Saturday, 10am – 3pm. The statutory consultation in respect of Zone GW 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.

8.23 Zone GA has been approved as a zone which will comprise of roads to the south of Olive Road and west of Heber Road and operate Monday – Saturday, 10am – 9pm. 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.

## **Zones MW and MJ (Mapesbury) – Appendix L**

8.24 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.

8.25 A petition has been received by residents of Melrose Avenue objecting to the introduction of Zone MJ. The petition has met the standing orders requirement for a minimum of 50 verified signatures. The petition states “We, the undersigned parking permit holders and residents, are strongly opposed to the proposed division of the existing MW zone and introduction of shorter restricted hours for a new smaller MJ zone in which we shall be included.” The key points made in the petition mainly concern the reduction in operational hours which the petitioners feel will make it more difficult for them to park in the evenings by allowing non permit holders to access any available parking space earlier in the afternoon and also increase the risk that people will park in the new MJ zone to avoid the longer operating times in the MW zone.

8.26 The committee will be aware that public consultation took place in October 2003 and majority support was demonstrated in all the roads in the proposed zone MJ for



the reduction in hours. In order to reconsider the operational hours in Melrose Avenue it would be necessary to do the same in all the other roads affected by the proposed change and this would require the whole public consultation exercise to be repeated in the MJ zone area proposed. If Melrose Avenue is to have different operating hours to its neighbouring streets then it will have to be part of a different zone. However, it would not be practical to consider changes for Melrose Avenue in isolation because a single road cannot be considered for a separate zone and the location of Melrose Avenue is too distant to remain in an MW zone that is focussed on roads close to Willesden Green Station and the local shops. The Committee have two courses of action to consider as follows:

- a) Hold the statutory consultation programmed for August and reconsult residents in the proposed MJ area over new proposals for longer operating hours for zone MJ,
- b) Proceed with the statutory consultation and assess the public reaction to the proposals as currently proposed.

### **Zone MA (Mapesbury) – Appendix L**

8.27 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.

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

8.28 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 traffic regulation order are scheduled to be made in September 2004. Subject to no material objections being received during the statutory consultation the signing will be amended to reflect the revised operational times.

### **Zones KB & KQ (Brondesbury & Queens Park) (Appendix N)**

8.29 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 substantially complete at the time of writing this report.

### **Zone KR (Kensal) (Appendix N)**

8.30 The April 2004 Committee considered the results of the review consultations in Zone KR. 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.

## **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)
- 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**