

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 13TH OCTOBER 2004**

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 July 2004, and addresses the following petitions:

- Odessa Road- Request for CPZ.
- Caple Road (H Zone) and Gated part of Bramshill Road (HS Zone) – Request to be included in either H or HS CPZ.
- Petition against the formation of MJ CPZ Zone.
- Remaining part of Zone GM/GW - Two petitions objecting to the formation of GW with the reduced operational hours.
- Scarle Road – request to amend the boundaries of CPZ and to reduce the operational times to 8am -6.30pm Monday to Saturday.

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 petition received from Odessa Road and agrees that officers consult residents on extending the HW zone CPZ in this road.
- 2.3 That Committee notes the petition received from Caple Road and (the gated part of) Bramshill Road and agrees that officers consult residents on inclusion of these Streets within HS CPZ Zone.
- 2.4 That Committee notes the petition received from residents of MW Zone against the formation of MJ Zone and agrees not to proceed with the formation of MJ CPZ at this time.
- 2.5 That Committee notes the two petitions received from GW Zone – request to remain in GM Zone and agrees that officers undertake a re-consultation as part of the future review of the parking control in the area.
- 2.6 That Committee notes the petition from Scarle Road, residents requesting for amendment to zone boundary and operational times, and instruct officers to carry out informal 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 £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 policy 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.

8.3

Zone extension	Public consultation
KL (Kensal Rise Station area)	July 2004
GB (Dollis Hill Station area)	September/October 2004
GC (Chapter Road area)	September/October 2004
GD (Denzil Road area)	November/December 2004
GH (Pound Lane area)	November/December 2004
HW (Harlesden)	January / February 2005
HS (Harlesden)	January / February 2005

- 8.4 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:

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.

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 has been completed. The scheme came into operation on 13th September 2004 and generally scheme is working well.

Zone GB extension (Willesden 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 October 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. Scheme to be operational by the end of November 2004.

- 8.8 At the Highways Committee meeting of July 2004 it was agreed that officers consult residents on extending the GC Zone. The consultation will include Chapter Road, Sandringham Road, Buxton Road, Osborne Road, Huddleston Road, Windsor Road, Churchill Road and Balmoral Road. The consultation can be undertaken in October 2004.

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

- 8.9 At the last Highways Committee it was agreed that Holland Road, Herbert Road, Whitmore Gardens, Liddel Gardens, Leighton Gardens, Egerton Gardens, Trevelyan Gardens and Chamberlayne Road to be included in Zone KL CPZ, subject to satisfactory statutory consultation. It was also agreed that residents of Doyle Gardens be re-consulted as Doyle Gardens is sandwiched within the CPZ Zone. The re consultation of Doyle Gardens is in progress and the result will be reported to a future meeting of this committee.

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 was undertaken and residents were consulted on whether to retain or remove the CPZ in their street. Details of the consultation material used can be seen at Appendix G. The consultation has now been carried out and reported to July 2004 Committee. At the July Committee it was agreed that the north-western section of Harlesden Gardens (between Crownhill Road and St. John's Avenue) be withdrawn from the Zone HW CPZ, subject to satisfactory statutory consultation.
- 8.12 St John's Avenue, HW CPZ came into operation on 27th September 2004.
- 8.13 The consultation on Sellons Avenue and Cholmondeley Avenue is programmed to be carried out during December 2004.
- 8.14 Zone HS came into operation on 26 April 2004 and the scheme is working well.
- 8.15 A petition has been received from residents in Caple Road and (the gated part of) Bramshill Road seeking to be included with either H or HS 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 "We the undersigned hereby request the following amendments to the parking arrangements for Caple Road and Bramshill Road, Harlesden. It is recommended by officers that the Committee agrees that a public consultation to be carried out in these streets as part of the HS CPZ review which is programmed to be carried out in January 2005.

Neasden Town Centre – Appendix H

- 8.16 The implementation of the CPZ was programmed with the other elements of the town centre improvement works, which are now complete. The CPZ came into operation on 20th September 2004 and is working well.

Kingsbury Town Centre – Appendix O

- 8.17 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 October /November 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

- 8.18 Committee instructed officers to consult residents on the introduction of a pilot one hour resident’s parking scheme. The results of the consultation are reported elsewhere on this meeting agenda.

Victoria Mews, Brondesbury (KB zone) – Appendix N

- 8.19 The July Committee received a petition from the residents of Victoria Mews who felt that the introduction of road markings and signs would not be appropriate for their cobbled road. They would prefer to have a controlled zone for their road alone and with no bays marked out. After discussion, officers were instructed to refrain from implementing the CPZ in Victoria Mews which the investigations were carried out to see whether any relaxations is standard could be achieved and to consult other London boroughs. Officers would then consult the residents of Victoria Mews regarding their findings. This investigation is ongoing.

CPZ review programme (existing areas)

Zones MC & GM (Cricklewood) – Appendix J

- 8.20 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 were advised by letter in July 2004 that a statutory consultation were to commence to make this change. In advance of the statutory consultation objections received, mainly from MC Zone requesting roads such as Keys Road be included in Mapesbury Zone. It is therefore suggested that that Members defer the decisions to merge MC with GM until further consultations by the officers with the local resident associations and Ward Councillors are concluded.

Zones GA & GW (Cricklewood) – Appendix K

- 8.21 Two petitions have been received from the residents of Newton Road, Langton Road and Wotton Road which falls within the Zone GW requesting the Council not to reduce the operational hours to 10am -3pm and further stated that they wish to remain in the existing zone GM with the operational hours of 10am -9pm Monday to Saturday. It is therefore recommended by the officers that the Members note the contents of the petition and agrees officers to re- consult as part of the future review of the parking control in the area.
- 8.22 Zone GA has been approved as a zone which comprises 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 November 2004, and if no substantive objections are received, it is proposed to implement the parking controls in January/February 2005.

Zones MW and MJ (Mapesbury) – Appendix L

- 8.23 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. However the Council received objections from local residents for the formation of Zone MJ with the reduced operational hours following the Council's notification letter informing residents of the result of the consultation. It is recommended that the Committee also notes the petition received and agrees not to proceed with the formation of MJ CPZ at this time.

Zone MA (Mapesbury) – Appendix L

- 8.24 The February 2004 Committee agreed to transfer the sections of Walm Lane, St.Gabriel's Road and Teignmouth Road which were previously in Zone MW, into Zone MA, where there was 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 January 2005.

Zone ST (Sudbury Town) – Appendix M

- 8.25 The April 2004 Committee approved the results of the review on ST Zone 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 January 2005. 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)

- 8.26 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 are substantially complete on site.

Zone KR (Kensal) (Appendix N)

- 8.27 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. These investigations are ongoing and will be reported to a future meeting of this Committee.

Zone E (Ealing Road area)

- 8.28 A petition has been received from the residents of Scarle Road requesting boundary change from Ealing Road Zone E to Central Zone W, which has a reduction in operational times. The petition has been verified at the time of writing this report and your officers will provide a briefing note to Members at the Committee meeting:

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

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