

# LONDON BOROUGH OF BRENT

## HIGHWAYS COMMITTEE – 7<sup>th</sup> December 2004

### REPORT FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

ALL WARDS

<b>REPORT TITLE :</b>	<b>PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME</b>
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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 October 2004, and addresses the following petitions:

- Petition against the amalgamation of MC zone with GM CPZ zone.
- Station Approach , ST zone – petition a request to make Station Approach a separate zone.( This petition had less than the required 50 verified signatures)
- Drayton Road- Request to be included in HW CPZ. ( This petition had less than the required 50 verified signatures)
- Petition to create a separate CPZ zone, for the area bounded by Hardinge Road, All Souls Avenue, and Chamberlayne Road.
- Petition from the residents of Doyle Gardens and Leighton Gardens ( between All Souls Avenue and College Road) requesting to be consulted as part of the separate zone bounded by Hardinge Road, All Souls Avenue and Chamberlayne Road.( This petition had less than 50 verified signatures)

#### 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 outcome of the informal consultation with residents of Doyle Gardens and agrees that CPZ proposals for their street be withdrawn.
- 2.3 That Committee notes the consultation carried out on CPZ zones GB, GC, GH and HW extensions to be presented at Committee, and where additional support is identified these areas be included in the respective CPZ's.
- 2.4 That Committee considers the outcome of the consultation with residents of Caple Road to be presented at Committee, and agrees that Caple Road to be included with HS CPZ where majority support is identified.
- 2.5 That Committee notes the outcome of the consultation with residents of 46 -110 and 41-107 Scarle Road and agrees officers to carry out CPZ amendments subject to the results of the consultation to be presented at the Committee.

### **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 Stations (Zones GB & KL), which the April 2004 Committee agreed for inclusion in the 2004/05 programme. The programme of consultations carried out in October / November 2004 are shown in the table below.

8.3

<b>Zone extension</b>	<b>Public consultation</b>
KL (Kensal Rise Station area) Doyle Gardens	1 <sup>st</sup> – 22 <sup>nd</sup> October 2004
GB (Dollis Hill Station area)	15 <sup>th</sup> October – 12 <sup>th</sup> November 2004
GC (Chapter Road area)	27 <sup>th</sup> October – 24 <sup>th</sup> November 2004
GH (Pound Lane area)	3 <sup>rd</sup> – 24 <sup>th</sup> November 2004
HW (Harlesden)	29 <sup>th</sup> October – 19 <sup>th</sup> November 2004
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:

<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 GB extension (Willesden Green) – Appendix A**

8.5 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. Consultation which includes Cullingworth Rd, Ellesmere Rd, Geary Road, Griffin Close, Helena Road, Kendal Road, Lancaster Road, Park Avenue, Fleetwood Road, Cormow Drive and Sherrick Green Road. A copy of the consultation leaflet is appended to this report (Appendix A). The results of the consultation will be presented to this Highways Committee meeting.

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

8.6 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 in progress. Scheme is planned to be operational by 13<sup>th</sup> December 2004.

8.7 At the Highways Committee meeting of July 2004 it was agreed that officers consult residents on extending the GC Zone. Consultation which includes Balmoral Road, Buxton Road, Chapter Road, Cooper Road, Churchill Road, Huddleston Road, Sandringham Road, Osborne Road and Windsor Road is currently in progress. A copy of the consultation leaflet is appended to this report (Appendix B). The results of the consultation will be reported to this Highways Committee meeting.

#### **Zone GH extension (Willesden Green) – Appendix C**

- 8.8 Since the implementation of GH Zone in March 2004, Council officers and members have been receiving numerous complaints in regard to parking displacement from residents of streets on the periphery of the zone. Subject to consent with ward members, consultation for the extension of GH CPZ is in progress. The area includes Chambers Lane, Euro Close, Gowan Road, Harlesden Road, Kings Road and St Andrews Road. A copy of the consultation leaflet is appended to this report (Appendix C). The results of the consultation will be reported to this Highways Committee meeting.
- 8.9 Residents of Cornwall Gardens and Grange Road were in favour of the proposals in the initial June 2002 consultation. At the September 2002 Committee, it was agreed, not to include both streets with the GH CPZ defined area because of their locations.

If Committee agrees to proceed with the extension of GH Zone subject to the consultation results, it is therefore recommended that residents of Cornwall Gardens and Grange Road be informed of the outcome and be included with GH Zone.

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

- 8.10 At the 27<sup>th</sup> July 2004 Committee meeting, it was agreed that residents of Doyle Gardens be re-consulted as Doyle Gardens is sandwiched within the CPZ Zone. The consultation was carried out between 1<sup>st</sup> and 22<sup>nd</sup> October 2004. A copy of the consultation leaflet is appended to this report (Appendix D). The results of the consultation are summarised below:

No. of questionnaires sent:	76
Nos. returned:	56
Percentage response:	74%
In favour of :	15
Against CPZ:	41

Committee notes the majority response was against the CPZ proposals and it is therefore recommended that CPZ proposals be withdrawn.

- 8.11 At the last Highways Committee it was agreed that officers proceed with statutory consultation in the roads to the south of Hardinge Road i.e. Holland Road, Herbert Road, Whitmore Gardens, Liddel Gardens, Leighton Gardens, to join KL zone and that statutory consultation for Trevelyan Gardens, Egerton Gardens, and Chamberlayne Road be deferred in order to create a separate zone to the north of Hardinge Road bounded by the northern parts of All Souls Avenue and Chamberlayne Road with reduced operational hours.
- 8.12 It is recommended that the Committee agrees officers to consult with the residents of Kensal Rise on the area bounded by Hardinge Road, All Souls Avenue, and Chamberlayne Road in order to create a separate zone, as in appendix D. It is also recommended that the residents of Doyle Gardens be notified of the decision made by this Committee on the KL extension.

8.13 At the time of writing this report a petition has been received from the residents of Doyle Gardens and Leighton Gardens ( between All Souls Avenue and College Road) requesting to be consulted as part of a new zone as detailed in paragraph 8.12 ( The petition did not have minimum of 50 verified signatures). It is recommended that the Doyle Gardens and Leighton Gardens (between All Souls Avenue and College Road) be re-consulted during the review of parking controls to Hardinge Road area as a part of a new CPZ.

#### **Zones HW (Harlesden) – Appendix E**

8.14 The statutory consultation to withdraw the north- western section of Harlesden Gardens (between Crownhill Road and St.Johns Avenue) from the HW CPZ will commence at the end of November 2004.

8.15 The consultation to extend HW CPZ is in progress. The area includes Bramston Road, Cholmendeley Road, Dairy Close, Drayton Road, Doyle Gardens, Holland Road, Furness Road, Harlesden Road, Haycroft Gardens, Longstone Road, Lushington Road, Monson Road, Odessa Road, Park Parade, Ridley Road, Sellons Avenue and Wrottesley Road. A copy of the consultation leaflet is appended to this report (Appendix E) and the outcome of the consultation will be presented to this Committee.

#### **Zone HS – Appendix F**

8.16 At the last meeting it was agreed that officers consult residents of Caple Road on the inclusion of their street with HS CPZ Zone. Consultation to seek residents views is in progress. A copy of the consultation leaflet is appended to this report (Appendix F). The results of the consultation will be reported to the Committee.

#### **Kingsbury Town Centre – Appendix G**

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. At the last meeting it was mentioned that a review of the scheme is necessary. Officers are currently consulting ward councillors and a public consultation is programmed to take place in January/February 2005. The results of consultation will be reported to a future meeting of the Committee.

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

- 8.18 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 standard could be achieved and to consult other London boroughs. Officers would then consult the residents of Victoria Mews regarding their findings. An investigations carried out have brought about the following findings.
- 8.19 Current legislation requires designated parking places to be formally marked on the carriageway and signed in accordance with regulations. However in a very narrow streets and mews it is frequently next to impossible to mark out parking bays conforming with regulations, even though the nature of the road is mainly residential, and residents could park satisfactorily without causing obstruction, safety problems or inconvenience. In these circumstances rigid application of regulations would act against the interest of local residents, and in the case of consultations for CPZ's could very well lead to serious opposition to the introduction of controls, even from those who support them in principle.
- 8.20 A practical and sensible solution to this problem is the adoption of an approach whereby the narrow and constrained street is signed at points of entry as being for residents' parking only, with a suitable marking at entrances and exits, without individual parking places being marked out on the carriageway. If however there are locations where a parked vehicle could inevitably cause a serious obstruction or safety problem, these could be marked with a double yellow line and subject to "at any time " waiting restrictions, but the objective would be to avoid additional signing and lining as far as possible. However to satisfy the parking adjudicator and the Council's enforcement actions it seems that the arrangement will not be deemed acceptable unless there is formal agreement from DfT to use non- standard signing.
- 8.21 This approach has been carried out in Camden and generally welcomed by residents, and has mostly worked well. It is therefore recommended that Committee agrees that officers to follow this approach and carry out necessary works and to seek approval from DfT and the support from the emergency services such as the Police, Fire brigade, and ambulance service in order to implement the scheme.

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

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

- 8.22 Members will recall the decisions made at the October 2004 Highways Committee not to progress with the proposed amalgamation of part of the Zone MC with GM until further consultation. The residents of Chichele Road, south of Anson Road will be consulted in January 2005 with regard to their inclusion in any adjacent CPZ zone.
- 8.23 The statutory consultation in respect of the proposed amendments to parking bays within the existing zone GM will be carried out in February 2005.

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

- 8.24 At the last Highways Committee it was agreed not to proceed with the formation of GW zone within the GM zone.
- 8.25 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 February 2005, and if no substantive objections are received, it is proposed to implement the parking controls in May 2005.

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

- 8.26 Members will recall that it was agreed at the last Committee not to proceed with the formation of MJ CPZ.
- 8.27 The statutory consultation in respect of the changes identified to parking bays is scheduled to start in April 2005.

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

- 8.28 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 K**

- 8.29 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. The statutory consultation is well underway and up to now there has been no objections received. The signing will be amended to reflect the revised operational times.
- 8.30 The Council received a petition (less than 50 signatures) from the residents of Station Approach requesting that Station Approach to become a separate zone. It would not be practical to create a separate zone for Station Approach as currently ST zone is currently under statutory procedure for their operational times to be reduced. It is therefore recommended that these changes be carried out as this may alleviate the problems being experienced on Station Approach.
- 8.31 The council received a number of requests to include Maybank Avenue in SH CPZ Zone. It is therefore recommended that the Council's Transportation unit will carry out consultation in with the residents of Maybank Avenue and all other previously consulted streets on SH zone.

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



- 8.32 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 H**

- 8.33 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 feasibility to provide additional on-street parking is ongoing.

### **Zone E (Ealing Road area) Appendix M**

- 8.34 At the last meeting, it was agreed that officers carry out informal consultation to find if residents of (46 -110) and (41-107) Scarle Road which fall under Ealing Road zone want to be included with Wembley Central zone. Consultation to seek residents views is in progress. A copy of the consultation leaflet is appended to this report (Appendix M) and the results of the consultation will be reported to 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 H Amirhosseini, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5188

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