

LONDON BOROUGH OF BRENT**Meeting of the Highways Committee**
27th January 2005**Report from Director of Transportation**

For information

Wards affected: All

Report Title: Progress Report on Controlled Parking Zones Programme

Forward Plan ref:

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 December 2004, and addresses a petition from some residents of ST Zone who are opposed to the changes to CPZ zone ST (Sudbury Town) from 8.0am to 6.30pm Monday to Saturday to 10am to 3pm Monday to Friday. (This petition has 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 the Committee notes the petition received from the residents of ST zone opposing the changes of the operational times of the ST Zone, but resolves to overrule the objection in favour of the previously proposed operational times.

3.0 Detail

2004/2005 Programme Of Work

- 3.1 Brent made available funds through its Capital Main Programme for the Neasden Town Centre improvements, which includes a town centre CPZ. The town centre works are scheduled for completion in 2004/2005, although the CPZ element of the scheme is substantially complete.

2005/2006 Programme

- 3.2 The December Committee considered the outcome of informal consultations on the extension of Zones (GB, GC, GH and HW) and approved for the areas of support to be progressed to statutory consultation.
- 3.3 The schemes are currently in the process of being progressed to statutory consultation and are programmed for completion in 2005-2006 subject to availability of funding.
- 3.4 The statutory consultation on the KL CPZ extension is progressing and it is programmed that subject to receiving no objections the scheme will be implemented by mid May 2005.

CPZ scheme programme (new areas)

New KH CPZ – Appendix A

- 3.5 At the December 2004 Committee it was agreed that the statutory consultation for Trevelyan Gardens, Egerton Gardens and Chamberlayne Road be deferred and that these streets be included for consultation on a separate CPZ Zone KH, with reduced operational hours to the north of Hardinge Road, bounded by the northern parts of All Souls Avenue and Chamberlayne Road, as shown at Appendix A.
- 3.6 Experience with CPZ consultations carried out elsewhere in the borough has shown that whilst residents on the periphery of the consultation area boundary do not generally support CPZ measures, this view very often changes almost immediately once the CPZ measures are implemented where there is a problem. There is then an immediate request for parking controls measures to be extended to these areas. It is therefore suggested that consultation on the proposed Zone KH be deferred until Zone KL has been implemented so that the extent of any parking displacement can be determined.

Zones GB, GC & GH – Appendices B, C & D

3.7 The December 2004 Committee agreed to the extension of CPZs Zones GB, GC and GH following successful consultations with local residents. The proposed extensions of the zones is shown at Appendices B, C and D. These schemes will be progressed to statutory consultation and are scheduled for implementation between October and December 2005, subject to successful statutory consultation and the available of funding in the 2005/06 financial year. Committee is requested to note the following programme of implementation:

- GH – Implementation in October 2005.
- GB- Implementation in November 2005.
- GC- Implementation in December 2005.

Zone HW Extension (Harlesden) – Appendix E

3.8 At the December 2004 Committee members agreed that Bramston Road, Cholmondeley Avenue, Drayton Road, Odessa Road, Sellons Avenue and Wrottesley Road be included in HW Zone .The scheme is scheduled for implementation in October 2005 subject to satisfactory statutory consultation and the availability of funding.

Zone HS – Appendix F

3.9 The statutory consultation to include Caple Road in HS Zone will commence in March 2005 and subject to satisfactory statutory consultation the necessary changes will be implemented by August 2005.

3.10 The review of Zone HS CPZ is programmed to commence at the end of January 2005 and the result of this review will be reported to a future meeting of this Committee.

Zone ST – Appendix G

3.11 The statutory consultation in respect of the changes to the operational times of Zone ST was underway at the time of writing this report. A petition bearing less than 50 signatures was received objecting to the proposed changes to the operational times. Although the petition does not comply with Standing Orders its receipt during the statutory consultation process means that Committee is required to resolve the objection.

3.12 Officers recommend that in view of the majority support identified in the Zone ST review consultation for a reduction in the CPZ operational times that the petition be overruled and that the traffic order be made to introduce the reduced operational times.

Zone GA and GM – Appendix H

- 3.13 The GA CPZ Zone and GM extension are programmed to come in effect at the end of April 2005 subject to satisfactory statutory consultation.

4.0 Financial Implications

- 4.1 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.
- 4.2 An allocation of £290,000 from surpluses in the Parking Account was made available to the Transportation Service Unit for new CPZs and reviews of existing CPZs. It is anticipated that this funding will be fully utilised to implement schemes programmed for the current financial year.
- 4.3 A number of CPZ schemes have been approved by this Committee for statutory consultation and implementation in 2005/06 and at the time of writing this report the revenue allocation for the next financial year was uncertain. Committee will therefore be mindful that the reported extensions will proceed only on the availability of funding in 2005/06.

5.0 Legal Implications

- 5.1 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.
- 5.2 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.
- 5.3 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.

6.0 Diversity Implications

- 6.1 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.
- 6.2 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.
- 6.3 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.

7.0 Staffing/Accommodation Implications

- 7.1 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.

8.0 Environmental Implications

- 8.1 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.

9.0 Background Papers

- 9.1 Highways Committee Report (Item No 7) 7th December 2004
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 5188

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