

Section 1.01 LONDON BOROUGH OF BRENT

Meeting of the Highways Committee
22nd March 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 January 2005 and addresses the following petition.
- 1.2 Petition received requesting the removal of yellow lines in Burns Road, Harlesden, NW10.

2.0 Recommendations

- 2.1 That Committee considers the outcome of the consultation with residents of Maybank Avenue, Windmore Close and Greenbank Avenue to be presented at Committee, and agrees that where additional support is identified these streets be included in the existing Zone SH.
- 2.2 That Committee considers the outcome of the consultation with residents of Hillside Road to be presented at Committee, and agrees that Hillside Road to be included within zone W CPZ where majority support is identified.

- 2.3 That Committee considers the outcome of the consultation with residents of The Chine, The Croft, The Dell and Elton Avenue to be presented at the Committee and agrees that the existing Zone operational times of 8am to 6.30pm, Monday to Saturday remains the same where majority support is identified.
- 2.4 That Committee agrees to include the area bounded by Station Approach to be included in the new zone (item2.3) subject to satisfactory statutory consultation (appendix I).
- 2.5 That Committee considers the outcome of the Zone HS Controlled Parking Zone review consultation to be reported at Committee.
- 2.6 That the Committee considers the outcome of the Zone Kingsbury Town Centre "Pay and Display" Zone review consultation to be reported at Committee.

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, and the CPZ element of the scheme is now 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 Zones GA, GM extension and KL extension is progressing and it is programmed that subject to receiving no objections the schemes will be implemented by mid May 2005.

CPZ scheme programme (new areas)

Zone SH Extension (Sudbury) Appendix A

- 3.5 Since the implementation of SH Zone in December 2003, 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 SH CPZ is in progress. The Area includes Maybank Avenue, Windmore Close and Greenbank Avenue. A copy of the consultation leaflet is appended to this report (Appendix A) and the outcome of the consultation will be presented to this Committee.

Zone W Extension (Wembley) Appendix B

- 3.6 At the 27th July 2004 Committee meeting, it was agreed that officers consult residents of Hillside Avenue on the inclusion of their street with W CPZ Zone. Consultation to seek residents views is in progress. A copy of the consultation leaflet is appended to this report (Appendix B). The results of the consultation will be reported to the Committee

New KH CPZ – Appendix C

- 3.7 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 C.
- 3.8 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 the enlarged Zone KL has been implemented so that the extent of any parking displacement can be determined.

Zones GC, GH & GB – Appendices D, E & F

- 3.9 The December 2004 Committee agreed to the extension of CPZs Zones GC, GH and GB following successful consultations with local residents. The proposed extensions of the zones is shown at

Appendices D, E and F. 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 G

3.10 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 August/September 2005 subject to satisfactory statutory consultation and the availability of funding.

Zone HS – Appendix H

3.11 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.

3.12 The review of Zone HS CPZ is in progress. A copy of the consultation leaflet is appended to this report (Appendix H) and the outcome of the consultation will be presented to this Committee.

Zone ST – Appendix I

3.13 At the last Committee, members considered a petition from residents of ST Zone opposing the reduction of Zone ST operational times.

3.14 After a public meeting held on 16th February with Ward members and the residents of The Dell, The Chine, Elton Avenue and The Croft it was discussed that the consultation is aimed to find the views of residents if they want to keep the same operational times of Zone ST of 8am-6.30pm, Monday to Saturday or change to the reduced operational times of 10am to 3pm, Monday to Friday which has been supported by majority of residents in the Zone as part of the review. A copy of the consultation leaflet is appended to this report (Appendix I) and the outcome of the consultation will be presented to this Committee.

3.15 At the same public meeting on 16th February similar concerns were raised from the residents bounded by Station Approach requesting that the operational times should remain 8am-6.30pm Monday to Saturday.

It was therefore suggested that should a separate zone be created to accommodate The Dell, The Chine, Elton Avenue and the croft the area bounded by Station Approach be included in a separate ST inner zone subject to satisfactory statutory consultation as shown in appendix I

Kingsbury Town Centre – Appendix J

- 3.15 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. At the October 2004 meeting it was mentioned that a review of the scheme is necessary. The review of the Zone is in progress. A copy of the consultation leaflet is appended to this report (Appendix J) and the outcome of the consultation will be presented to this Committee.

Zone MC- Appendix K

A public consultation with the residents of MC CPZ zone as part of the review will be carried out during March/ April 2005 and the result of this review will be reported to the future of the Highways Committee.

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. The agreed budget for 05/06 will need to be kept under review due to the ongoing problems with the parking account funding due to vandalism and theft from meters.

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..) 27th January 2005
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 Amir Hosseini, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5188

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