

LONDON BOROUGH OF BRENT

Meeting of the Highways Committee

25th May 2005

Report from Director of Transportation

For information

Wards affected: All

Report Title: Progress Report on Controlled Parking Zones Programme

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 this Committee in March 2005.

2.0 Recommendations

- 2.1 That Committee considers the outcome of the consultation on the review of Zone MC CPZ and approves the inclusion of Keyes and Hoveden Roads in Zone MA CPZ but with the operational hours of 10 am to 9 pm, Monday to Saturday.
- 2.2 That Committee agrees to officers to consult with residents of Ridley Road, Harlesden, with a view to be included in Zone HW CPZ, and if majority support is identified to include Ridley Road in the statutory consultation for the extension of Zone HW.
- 2.3 That Committee approves the removal of sections of 'yellow line' waiting restrictions in Burns Road (Zone HW) as shown at Appendix A to this report to increase on-street parking capacity.

3.0 Detail

2005/2006 Programme

Approved schemes:

- 3.1 Implementation of Zones GA, GM Extension and KL extension was substantially complete at the time of writing this report. The scheduled operational date of both schemes is 16 May 2005.
- 3.2 The following CPZs, which have previously been approved by this Committee, will be progressed to implementation, subject to satisfactory statutory consultation, in the current financial year:

Schemes	Budget 2005-06
Zone GB Extension	£ 50,000
Zone GC Extension	£ 45,000
Zone HW Extension	£ 60,000
Zone GH Extension	£ 40,000
Zone SH Extension	£ 10,000
Scarle Road CPZ amendment	£ 2,000
Caple Road CPZ amendment	£ 2,000
Zone HS review	£ 10,000
Zone ST (SA)	£ 20,000
Proposed KH CPZ	£ 60,000
TOTAL	£ 299,000

- 3.3 It is anticipated that the Traffic Management Orders for the above schemes will be drafted and the Public Notices advertised in August/September following which the implementation of schemes will commence. A detailed programme of implementation will be reported at the next meeting of this Committee.

CPZ Extensions & Reviews:

Zone HW & HW Extension - Appendix A

- 3.4 The March 2005 Committee considered a petition from residents of Burns Road, Harlesden requesting a review of the 'yellow line' restrictions introduced as part of Zone HW CPZ in order to increase parking capacity in their street. Committee agreed to officers to meet with the petitioners to investigate the feasibility of removing sections of yellow lines for additional parking spaces.
- 3.5 Officers have since met with the petitioners and identified additional parking places, as shown at Appendix A. Committee is requested to approve the amendments to the parking places in Burns Road.

- 3.6 The extension of Zone HW was approved at the December 2004 Committee. The consultation area for the extension included Ridley Road but the responses indicated that the majority of respondents were against CPZ proposals for their street. However a petition has now been received from Ridley Road with residents requesting their inclusion in the CPZ. Officers have recommended that residents be consulted at the earliest opportunity, and if majority support is identified that Ridley Road be included in the statutory consultation for the extension of Zone HW.

Zones MC - Appendix B

- 3.7 Members will recall the outcome of the previous review of the Zone MC CPZ where residents of Keyes Road and Hoveden Road requested that they be included in Zone MA CPZ. Residents had complained at the inadequate parking capacity of their zone, and their streets in particular, which could not absorb the demand from residents as well as businesses in Cricklewood Broadway. Residents had suggested becoming part of the adjacent CPZ, Zone MA, which was sufficiently large to accommodate the local parking demand. The October 2004 Committee agreed to officers to consult on the amalgamation of Keyes and Hoveden Roads with Zone MA.
- 3.8 Consultations were carried out with residents in April 2005, as well as with businesses in Cricklewood Broadway within Zone MC. A copy of the consultation is attached at Appendix B which includes a map of the consultation area. The results of this consultation are also attached at Appendix B.
- 3.9 The results show support from Keyes and Hoveden Roads, as well as the businesses in Cricklewood Broadway, for their inclusion in Zone MA. However residents wished to retain the existing operational times of 10 am to 9 pm, Monday to Saturday, as their streets attract late evening and Saturday parking associated with local bars and restaurants.
- 3.10 Members are reminded that the operational times of Zone MA are 10 am to 3 pm, Monday to Friday. The implications therefore of incorporating Keyes and Hoveden Road, with their longer operational times are that there will be two different sets of operational times within the same zone. Whilst this can be accommodated within the provisions of the Traffic Management Order, Members will be mindful that CPZs are designed such that any confusion amongst motorists driving within zones in terms of operational times is minimised; otherwise there is the potential for appeals against parking enforcement being upheld by the Parking Adjudicator.

- 3.11 Keyes Road and Hoveden Road are sufficiently 'detached' from the MA Zone such that if they were included in MA, the potential for any confusion over the operational times would be minimal. Furthermore these streets are 'one-way' streets with one entrance from Walm Lane only into Hoveden Road which would further reduce any uncertainty regarding the operational times. It is therefore recommended that Committee approves the inclusion of Hoveden and Keyes Roads into Zone MA, but with the operational times of 10 am to 9 pm, Monday to Saturday for these streets only.

Zone SA (ST) - Appendix C

- 3.12 The March 2005 Committee agreed to a separate zone for The Dell, The Chine, Elton Avenue, The Croft, and the area bounded by Station Approach. The statutory consultation for this zone is programmed for completion in January/February 2006 following which the new zone will become operational. It is suggested that this zone be designated "Zone SA".

Zone HS - Appendix D

- 3.13 The March 2005 Committee considered the results of the review of Zone HS CPZ which showed majority support for the reduction in the CPZ operational times to 10am to 3pm, Monday to Saturday. Residents of the CPZ will be notified of this decision in May/June 2005 and it is anticipated that the statutory consultation for the changes to the operational times will be carried out in September/October 2005.

New CPZs

Zone KH – Appendix E

- 3.8 Consultations on the proposed Zone KH CPZ will be carried out in June/July 2005 and the results reported to a future meeting of this Committee.

4.0 Financial Implications

- 4.1 An allocation of £299,000 from surpluses in the Parking Account has been made available to the Transportation Service Unit for new CPZs and reviews of existing CPZs in the current financial year. It is anticipated that this funding will be fully utilised to implement schemes detailed in this report.
- 4.2 Should the surplus on the parking account not meet the levels budgeted for, there may be a need to delay implementation of the schemes to find funding from elsewhere in the Transportation or Environment Service Area Budgets.

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 L.B. Brent Parking Strategy
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)

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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