

LONDON BOROUGH OF BRENT**Meeting of the Highways Committee**
13th July 2005**Report from Director of Transportation**

For information

Wards affected: All

Report Title: Progress Report on Controlled Parking Zones Programme

Forward Plan ref: E&C – 05/06-012

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 May 2005, and on the results of consultation in Ridley Road and Charlton Road, Harlesden.
- 1.2 The report also informs Members on the receipt of the following petitions:
- (a) Objection to the revised operational times of Zone HS CPZ (Harlesden)
 - (b) From residents of Olive Road, Cricklewood, requesting CPZ measures for their street.
 - (c) From residents of Doyle Gardens, Kensal Rise, requesting CPZ measures for their street.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation with residents of Ridley Road, Harlesden, on CPZ measures for their street and agrees that Ridley Road be included in Zone HW CPZ.

- 2.2 That Committee notes the outcome of the consultation with residents of Charlton Road, Harlesden, for CPZ measures for their street and agrees that Charlton Road be included in Zone H CPZ.
- 2.3 That Committee notes the petition from residents of Zone HS CPZ and agrees not to proceed with changes in the operational times of the CPZ.
- 2.4 That Committee notes the petition from residents of Olive Road and agrees to officers to consult with the residents on proposals to include their street in the Zone GM (Cricklewood) CPZ.
- 2.5 That Committee notes the petition from Doyle Gardens and notes also that the street will be included in the consultation on CPZ proposals for Zone KH as detailed at Item 3.12.

3.0 Detail

2005/2006 Programme

Approved schemes:

- 3.1 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. It is anticipated that the Traffic Management Orders for the schemes listed below will be drafted and the Public Notices advertised in August/September following which the implementation of schemes will commence. The proposed programme of implementation is summarised below which Committee is requested to approve:

Scheme	Proposed Implementation	Budget 2005-06
Zone GB Extension	November 2005	£ 50,000
Zone GC Extension	December 2005	£ 45,000
Zone HW Extension	December 2005	£ 60,000
Zone GH Extension	October 2005	£ 40,000
Zone SH Extension	January 2006	£ 10,000
Scarle Road CPZ amendment	20 th June 2005	£ 2,000
Caple Road CPZ amendment	January 2006	£ 2,000
Zone HS review	February 2006	£ 10,000
Zone SA (from ST)	February 2006	£ 20,000
Proposed KH CPZ	March 2006	£ 60,000
Total		£ 299,000

CPZ Extensions & Reviews:

Zone HW & H Extension - Appendix A

3.2 At the May 2005 Highways Committee Members agreed that officers consult with residents of Ridley Road, Harlesden, with a view to their inclusion in Zone HW CPZ, and if majority support is identified to include Ridley Road in the HW Zone subject to satisfactory statutory consultation.

3.3 Consultations were carried out in June 2005. A copy of the consultation is attached at Appendix A , and the results summarised below:

Questionnaires sent :	95
Questionnaires returned:	37
In favour:	25
Against :	13

3.4 The responses indicate majority support for CPZ measures in Ridley Road and it is recommended therefore that Ridley Road be included in Zone HW CPZ subject to satisfactory statutory consultation.

3.5 The May 2005 Highways Committee also agreed to officers to consult residents of Charlton Road (section outside H CPZ zone). Consultations were carried out in June 2005. A copy of the consultation is attached at Appendix A, and the results summarised below:

Questionnaires sent :	45
Questionnaires returned:	17
In favour:	15
Against :	2

3.6 The responses indicate majority support for CPZ measures in Charlton Road and it is recommended therefore that Charlton Road be included in Zone H CPZ subject to satisfactory statutory consultation.

Zones GM - Appendix B

3.7 A petition from residents of Olive Road (section currently excluded from the Zone GM CPZ) was received in May 2005. The petition complies with the Council's Standing Orders and reads:

“The residents of Olive Road and surrounding roads wish to have CPZ introduced as soon as possible to reduce parking problems in the area”.

- 3.8 Officers have received ongoing complaints from residents of this section of Olive Road at parking difficulties. Members are requested to note the petition and agree to officers to consult with residents and to include the currently excluded section of Olive Road in Zone GM CPZ subject to there being majority support for the proposals.

Zone HS - Appendix C

- 3.9 The March 2005 Committee considered the results of the review of Zone HS CPZ. There was a 12% response to the review consultation and the majority of respondents indicated support for the reduction of the operational times. The consultation results were reported to the March 2004 meeting of this Committee and members agreed to officers to proceed with the statutory consultation in respect of the revised operational times.

- 3.10 A petition from residents of HS Zone was subsequently received objecting to the proposed changes to the operation times. The petition complies with the Council's Standing Orders and reads:

"Petition against newly proposed street parking operational times to be implemented by Brent Council."

- 3.11 There are 121 signatories to the petition which demonstrates the extent of concern amongst local residents at the proposed reduction in operational times of the CPZ. There are on-going requests from peripheral areas to the CPZ for the extension of the zone because of parking displacement. Members are therefore recommended to agree that a decision on amending the operational times of Zone HS be deferred pending the outcome of the review of the CPZ in January 2006.

New CPZs

Zone KH – Appendix D

- 3.12 Consultation on the proposed Zone KH CPZ was deferred pending further decisions between officers and local residents. The consultation has been rescheduled for July 2005 and the results of this will be reported to a future meeting of this Committee.

- 3.13 A petition was received from residents of Doyle Gardens requesting CPZ measures for their street. The petition complies with Standing Orders and reads:

"We, the undersigned, wish to include Doyle Gardens, NW10, in the controlled parking zone."

- 3.14 The petition received is from the section of Doyle Gardens between All Soul's Avenue and College Road and this section has been identified

for consultation as part of the proposed Zone KH CPZ (Appendix D). The consultation is scheduled for July 2005 and the results will be reported to a future meeting of this Committee. It is suggested that officers inform the petition organiser of the proposed consultation.

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 the remainder will be fully utilised to implement schemes detailed in this report, and to undertake consultations on CPZ proposals for Olive Road, should members agree to Recommendation 2.4.
- 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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