

	<p style="text-align: center;">Highways Committee 22nd March 2006</p> <p style="text-align: center;">Report from the Director of Transportation</p>
For Action	Wards Affected: ALL
<p style="text-align: center;">Report Title: Progress Report on Controlled Parking Zones Programme</p>	

Forward Plan Ref: **E&C-05/06-040**

1.0 Summary

1.1 This report informs Members on progress with the Controlled Parking Zones (CPZs) implementation programme in Brent since the report to the last meeting in January 2006, and of the proposed CPZ programme for the 2006/07 financial year.

2.0 Recommendations

- 2.1 That Committee notes the progress reported and agrees to officers to proceed with the programme of implementation of CPZs approved for the current financial year.
- 2.2 That Committee notes the outcome of the consultation with residents of Zone KS CPZ as detailed at Items 3.4 & 3.5 and agrees not to include Bank Holiday operation of the parking controls in the CPZ.
- 2.3 That Committee approves the provisional programme of CPZs and CPZ reviews for 2006/07 as detailed at Items 3.6 & 3.7 and the proposed funding allocation summarised at Item 4.3.
- 2.4 That Committee authorises the Director of Transportation to consider objections and representations to the statutory consultation mentioned in the Detail part of this report and that he report back to members if there are

substantial objections or concerns raised, otherwise he is authorised to implement the schemes

3.0 Detail

2005/2006 Programme - Approved schemes

3.1 The following CPZ reviews and extensions were approved by this Committee in 2005/06:

- Zone GB Extension – Appendix A
- Zone GC Extension – Appendix B
- Zone HW Extension – Appendix C
- Zone GH Extension – Appendix D
- Zone SH Extension – Appendix E
- Scarle Road CPZ (amendment)
- Caple Road CPZ (amendment)
- Zone HS review – Appendix F
- Zone SA (from ST) – Appendix G
- Zone KH – new zone – Appendix H
- Doyle Gardens – inclusion in Zone KL – Appendix I

The majority of schemes are now operational. Zone HW Extension is scheduled to be operational in early April, and the implementation of Zone KH and Doyle Gardens is scheduled to commence in late March and to become operational in early May 2006. Zone SA has been postponed to the 2006/07 financial as previously reported to Committee.

Zone GM and GA extension – Appendix J

3.2 The October 2005 Committee approved the inclusion of Olive Road and Dicey Road in Zones GM and GA respectively. It is proposed to commence the statutory consultation process as part of the making of the Traffic Management Order early in April 2006, and to proceed with implementation thereafter subject to there being no objections, and subject to Members' approval of the funding allocation for schemes for 2006/07 as proposed at Item 4.3.

3.3 At the January 2006 meeting of this Committee members agreed for officers to consult with residents of Oman Avenue on CPZ proposals. The consultation will be carried out in late March 2006 and Members are requested to agree that if majority support is identified for the proposals, that Oman Avenue is included with Dicey Road in the statutory consultation referred to at Item 3.2.

Zone KS – Appendix K

- 3.4 The October 2005 Committee considered a request for the extension of the Zone KS operational times to include bank holiday operations, particularly the August Bank Holiday Monday. Members agreed to Officers to consult on this option. Consultations were carried out in February 2006. A copy of the consultation is attached at Appendix L and the responses tabulated at Appendix M. The responses are summarised below:

Questionnaires sent: 2170

Questionnaires received: 524 (24% response)

In favour of the CPZ operating on all Bank Holiday	13%
Not in favour of any Bank Holiday controls	61%
In favour of the CPZ operating on the August Bank Holiday Monday only	13%
In favour of the CPZ operating on the Saturday, Sunday and Monday of the August Bank Holiday only	13%

- 3.5 The responses above show clearly that the majority of respondents do not wish the CPZ to operate on bank holidays and it recommended therefore that the operational times of Zone KS remain unchanged.

Future areas of study

- 3.6 The extensions of parking controls in the areas listed at Item 3.1 above have helped to address parking difficulties reported by local residents. However as is inevitable with CPZ type measures complaints at parking displacement on the peripheries of the zones have been received with requests for further extensions of the CPZs. Preliminary investigations by Officers have confirmed the complaints received and Members are requested to agree to Officers to develop the following CPZ programme for 2006/07:

Zone KH (to completion)

Zones GM & GA Extension

Zone E (Ealing Road area CPZ) – Review and extension

Zone GS (Appendix N) – around Willesden Sports Centre

Zone HW Extension (Appendix P) – Holland Road area

Zone GB Extension (Appendix Q) – Sherrick Green Road area

Zone NT – (Appendix R) – Tanfield Avenue (Neasden) area

All Soul's Avenue – inclusion in Zones KH and KL

CPZ Reviews – Zones SA, KL, KD, GD & H

- 3.7 Requests have also been received from traders and businesses in Harrow Road between Harlesden and Kensal Green for short term parking and loading provision. Currently there are extensive waiting and loading restrictions along this section of Harrow Road and the only available parking for shoppers/visitors is in the 'pay & display' bays in the CPZs off the Harrow Road. Officers have met with local traders and have identified areas where short term parking can be provided along sections of Harrow Road without adversely affecting traffic flows and road safety. Members are requested to authorise Officers to consult with traders/businesses in Harrow Road, between Scrubs Lane and Kilburn Lane, with a view to identifying a scheme of parking controls to address their parking and loading requirements.
- 3.8 The 'Western Extension' of the Central London Congestion Charging Zone (CCZ) will bring the boundary of this Zone to Scrubs Lane. It is very likely that the zone extension, when implemented, will place additional pressure on parking in the immediate areas which do not have parking restrictions in place. The Mayor of London invited local authorities in London to bid for parking and traffic management schemes to help to mitigate the impact of the extension of the CCZ. Brent's Officers submitted a bid for £350,000 for the reviews and extensions of CPZs in the Harlesden, Kilburn and Willesden areas. The bid has been provisionally approved and Officers will report back to this Committee once confirmation is received with a detailed programme of scheme development for approval by Members.

4.0 Financial Implications

2005/06 Schemes

- 4.1 An allocation of £299,000 from surpluses in the Parking Account was made available to the Transportation Service Unit for new CPZs and reviews of existing CPZs in the current financial year. The amounts allocated to individual schemes and projected year end spends are tabulated below:

Scheme	Proposed Implementation	Budget 2005-06	Projected Year end spends
Zone GB Extension	December 2005	£ 50,000	£50,000
Zone GC Extension	Jan/Feb 2006	£ 45,000	£43,000
Zone HW Extension	February 2006	£ 60,000	£60,000
Zone GH Extension	December 2005	£ 40,000	£36,000
Zone SH Extension	November 2005	£ 10,000	£10,000
Scarle Road CPZ amendment	20 th June 2005	£ 2,000	£2,000
Cable Road CPZ amendment	January 2006	£ 2,000	£200
Zone HS review	February 2006	£ 10,000	£10,000
Zone SA (from ST)	March 2006	£ 20,000	£5,000
Proposed KH CPZ	March 2006	£ 60,000	£45,000

		Total	£ 299,000
			£261,200

- 4.2 Zones SA and KH (including Doyle Gardens) will not be completed in the current financial year and funding will therefore be required from the Revenue (Parking Account) allocation for CPZ measures for 2006/07.

2006/07 Proposed Programme

- 4.3 An allocation of £413,000 has been made available for new CPZs and CPZ reviews for the 2006/07 financial year. Committee is requested to approve the allocation of funds to individual schemes as suggested in the table below:

Proposed Scheme	Funding allocation (£)
Zone KH	15,000
Zones GM & GA Extension	30,000
Zone GS	90,000
Zone HW Extension	45,000
Zone GB Extension	40,000
Zone NT	60,000
Zone E Extension & Review	28,000
All Soul's Avenue	15,000
CPZ Reviews	70,000
Total	393,000*

* It is proposed to utilise the £20,000 balance of the £413,000 allocation to implement a 'Free 1-Hour' parking scheme in the Preston Road area, reported elsewhere in this Committee agenda, subject to Committee's approval.

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 CPZs 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 that they are minor or vexatious. If following the consultation process it is considered the schemes or

any of them should go ahead then the Director of Transportation is authorised to implement the schemes. This means a further report will not be brought before this committee prior to implementation if there are no objections or only minor or vexatious objections which the Director considers should be overruled.

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 CPZs 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 CPZs 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 (if appropriate)

- 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.

Background Papers

L.B. Brent Parking Strategy (2002)
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 Solomon Nere, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

Contact Officers

Richard Saunders, Director of Environment & Culture

