

	<p style="text-align: center;">Highways Committee 12th October 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-06/07-074**

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 March 2006, and seeks Members' approval for the programme of schemes for the 2006/07 financial year, as detailed in Item 4.1.

2.0 Recommendations

- 2.1 That Committee notes the progress reported and agrees for officers to proceed with the programme of implementation of CPZs approved for the current financial year as detailed in Item 4.1.
- 2.2 That Committee notes the outcome of the consultation with residents of Oman Avenue, as detailed in Items 3.4 to 3.6 and agrees that either:
- (a) Oman Avenue being included in Zone GA subject to satisfactory statutory consultation.
 - or
 - (b) Carry out re-consultation with the residents in Oman Avenue and subject to majority support for CPZ proposals agrees to Director's Delegated Authority approval for the inclusion of Oman Avenue in Zone GA, subject to satisfactory statutory consultation.

- 2.3 That Committee notes the outcome of the consultation with residents within the Zone GB extension consultation area, as detailed in Items 3.7 to 3.9 and agrees the extension of the GB CPZ for statutory consultation.
- 2.4 That Committee notes the outcome of the consultation with residents within the Zone HW extension consultation area, as detailed in Items 3.10 to 3.13 and agrees the extension of the HW CPZ for statutory consultation and a re-consultation with residents in All Souls Avenue (part), Diary Close, Harlesden Road (part), Herbert Gardens and Haycroft Gardens.
- 2.5 That Committee notes the outcome of the consultation with residents within the Zone NS extension consultation area, as detailed in Items 3.14 to 3.15 and agrees the extension of the NS CPZ for statutory consultation and a re-consultation with residents in Northview Avenue and Broadfield Way.
- 2.6 That Committee authorises the Director of Transportation to consider objections and representations to the statutory consultation mentioned within the Detail section 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.
- 2.7 That the Committee notes a petition received from the residents in Swinderby Road, Wembley requesting for their street to be moved from E Zone to Wembley Central CPZ Zone C and agrees for Officers to carry out informal consultation with the residents in Swinderby Road.

3.0 Detail

2005/2006 Programme - Approved schemes

- 3.1 The majority of the 2005/06 programme approved schemes are now operational. Zone HW extension became operational on the 3rd April 2006 and the Zones KH, GA extension & GM extension became operational on the 21st August 2006
- 3.2 The statutory consultation on Zone KL extension to include the section of Doyle Gardens, between College Road and All Souls Avenue is now complete and the scheme became operational on the 22nd May 2006.

Zone GM and GA extension – Appendix A

- 3.3 The October 2005 Committee approved the inclusion of Olive Road and Dicey Avenue in Zones GM and GA respectively. After satisfactory statutory consultation the scheme was implemented in August 06.
- 3.4 At the January 2006 meeting of this Committee Members agreed for officers to consult with residents of Oman Avenue for their inclusion in Zone GA. The consultation was carried out in April 2006. A copy of the consultation is attached in Appendix A and the responses are summarised below.

Questionnaires sent: 99

Questionnaires received: 28
Percentage response: 28%
In favour of the proposals: 14
Against the proposals: 14

- 3.5 Although the responses do not provide a consensus of opinion in favour of CPZ measures, there is clear indication from the responses that residents feel that parking is a problem in Oman Avenue. Furthermore when parking controls were recently introduced into Olive Road (part) and Dicey Avenue high levels of displaced parking were seen on Oman Avenue. As a consequence a number of complaints regarding obstructive parking from residents of the road were reported to the Council. It is therefore Officers' view that Oman Avenue should also be included in the local scheme of CPZ controls, and Members are requested to agree to proceed with the inclusion of Oman Avenue for statutory consultation.
- 3.6 Alternatively the Committee may wish to re-consultation with the residents in Oman Avenue in order to obtain a clear consensus of opinion before any statutory consultation takes place.

Zone GB extension – Appendix C

- 3.7 Since the introduction of the GB CPZ extension in December 2005, Brent officers and local Councillor received a number of complaints and petitions from residents regarding parking difficulties outside the zone boundaries. Therefore the Highways Committee in March 06 agreed to re-consult the area indicated in Appendix G regarding inclusion into an extended GB CPZ.
- 3.8 The consultation was carried out in June 2006. A copy of the consultation results is shown in Appendix F and the responses are summarised below.

Questionnaires sent: 655
Questionnaires received: 212
Percentage response: 32%
In favour of the proposals: 98
Against the proposals: 109

- 3.9 However, the majority of respondents on the roads listed below are in favour of an extended GB CPZ. In view of the majority support in these particular roads it is recommended that the Committee approves there inclusion within an extended GB CPZ scheme for statutory consultation and implementation
Cullingworth Road, Ellesmere Road, Kendal Road, Sherrick Green Road (as shown on appendix G).

Zone HW extension – Appendix D

3.10 Since the introduction of the HW CPZ in March 2004 and the extension of the Zone in April 2006, Brent officers and local Councillors have received a number of complaints and petitions from residents regarding parking difficulties outside its zone boundaries. Therefore the Highways Committee in June 06 agreed to re-consult the area indicated in Appendix H regarding inclusion into an extended HW CPZ.

3.11 The consultation was carried out in June 2006. A copy of the consultation results is shown in Appendix F and the responses are summarised below.

Questionnaires sent: 911
Questionnaires received: 337
Percentage response: 37%
In favour of the proposals: 185
Against the proposals: 155

3.12 Most of the roads within the consultation area have a majority of respondents in favour of CPZ proposals with the exception of All Souls Avenue (part), Diary Close, Harlesden Road (part) and Haycroft Gardens, where there was a majority against the CPZ proposal. Also the results obtained for Herbert Gardens were undecided with 12 respondents for and 12 against CPZ controls. In view of the majority support in the area it is recommended that the Committee approves the inclusion of the roads listed below within an extended HW CPZ scheme (as shown on Appendix I), for statutory consultation and implementation.

Doyle Gardens (part), Furness Road, Harlesden Road (part), Holland Road, Longstone Avenue, Lushington Road, Monson Road.

3.13 It is also recommended that the Committee approves a re-consultation to be carried out in All Souls Avenue (part), Diary Close, Harlesden Road (part), Herbert Gardens and Haycroft Gardens due to the likely consequences of displaced parking once any CPZ extension is implemented in the area.

Zone NS extension – Appendix E

3.14 The consultation was carried out in July 2006. A copy of the consultation results is shown in Appendix F and the responses are summarised below.

Questionnaires sent: 317
Questionnaires received: 59
Percentage response: 18%
In favour of the proposals: 36
Against the proposals: 21

- 3.15 In view of the majority support in the area and the likely consequences of displaced parking it is recommended that the Committee approves the area's inclusion within an extended NS CPZ scheme for statutory consultation and implementation, with the exception of Broadfield Way and Northview Crescent (as shown on appendix H). However, prior to the consultation exercise the Transportation unit received a petition from residents of Southview Avenue, Westview Close and Northview Crescent requesting for their streets to be included in the NS CPZ Zone. Although the petition did not have the minimum of 50 verified signatures, a relatively high number of signatures were from the residents of Northview Crescent. In view of this observation it is recommended that the Committee approves a re-consultation to be carried out with Northview Crescent and Broadfields Way due to the likely consequences of displaced parking.

2006/07 Programme

- 3.16 The March 2006 Highways Committee agreed for officers to develop a number of new schemes and reviews listed in item 4.1. Members are requested to note and approve the programme of scheme development shown in 4.1. The initial suggested programme is for preliminary consultations in Zone GS (Appendix B), Zone GB extension (Appendix C) and Zone HW extension (Appendix D) in June 2006, and for the results to be reported to the next meeting of this Committee.
- 3.17 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.
- 3.18 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

2006/07 Proposed Programme

- 4.1 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 (£)	Public consultation
Zone GS	90,000	September/October 2006
Zone HW Extension	45,000	June 2006
Zone GB Extension	40,000	June 2006
Zone NT	60,000	October 2006
Zone E Extension & Review	28,000	November 2006
Harrow Road Pay and Display Parking	18,000	October 2006
ST & SA Zones	24,000	September 2006*
All Soul's Avenue	15,000	November 2006
NS Extension	15,000	July 2006
CPZ Reviews	70,000	October 2006
Total	405,000	

* Statutory consultations are in progress and it is programmed for implementation by December 2006.

- 4.2 The reduction in parking revenue account funding as a result of the first residential parking permit being offered free of charge will significantly restrict the ability of the Council to respond to requests for new CPZ's schemes, reviews and additional modifications to existing CPZ's.

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
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