

	<p style="text-align: center;">Highways Committee 24th January 2007</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 last reported in October 2006.
- 1.2 This report also informs Members on the receipt of petitions and seek approval to the proposed courses of action in respect of:
- Traders/shopkeepers, customers of Wembley Hill / Preston Road / Forty Avenue / East Lane objecting to a proposed “No waiting and no loading” scheme at the junction.
 - Residents of Yewfield Road, Franklyn Road, Cobbold Road requesting Controlled Parking Zone for their streets.
 - Residents of Greenhill, Wembley requesting Controlled Parking Zone for their streets.
 - Residents of Dollis Hill Lane objecting to the proposed NT Controlled Parking Zone.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation with residents within the Zone GS consultation area, as detailed in items 3.4 to 3.8 and approves the GS CPZ in a reduced area as shown at Appendix C for statutory consultation and implementation thereafter.

- 2.2 That Committee notes the outcome of the consultation with residents within the Zone NT consultation area, as detailed in items 3.9 to 3.13 and approves the NT CPZ in a reduced area as shown at Appendix F for statutory consultation and implementation thereafter.
- 2.3 That Committee notes the outcome of the consultation with traders and shopkeepers of Preston Road, as detailed in items 3.14 to 3.18 and approves the extension of the existing free 1 – hour parking scheme along Preston Road between The Avenue and Carlton Avenue East, in Elmstead Avenue (adjacent to no. 208 Preston Road) and The Circle in Carlton Avenue East subject to satisfactory consultation.
- 2.4 That Committee notes the outcome of consultation with traders and shopkeepers of Harrow Road between Ravensworth Road and All Souls Avenue, as detailed in items 3.19 to 3.21 and approves the proposed plan shown at appendix J for statutory consultation and implementation thereafter.
- 2.5 That Committee notes the outcome of consultation with traders and shopkeepers of 219-253 Cricklewood Broadway, as detailed in items 3.22 to 3.25 and approves the proposed plan shown at appendix L for statutory consultation and implementation thereafter.
- 2.6 That Committee notes the petition from residents of the Yewfield Road area and approves the informal consultation of an area indicated at appendix M for CPZ programme 2007-08.
- 2.7 That Committee notes the petition from residents of the Greenhill, Wembley and approves the informal consultation of an area indicated at appendix N for CPZ programme 2007-08.
- 2.8 That the Committee notes the results of the KL CPZ Review and agree to exclude the Bank Holiday operations from the CPZ operational times. See appendix P for details.
- 2.9 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.
- 2.10 That the Committee notes the objections from the shop keepers at Wembley Hill/ Preston Road/Forty Avenue/East Lane and agree for officers to investigate further and consult on other feasible options.

3.0 Detail

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- 3.1 The informal consultation results of the proposed E CPZ extension (Wembley area) and the following CPZ consultation reviews Zones GC, GD, QA, NC will be reported to the March 07 meeting of the Highways Committee.

Proposed Zone GS – Appendix A, B and C

- 3.4 At the 6th December 2005 meeting of the Highways Committee Members agreed for officers to consult with residents within the GS Zone on CPZ proposals for the area. The consultation was carried out in October 2006. A copy of the consultation is shown in Appendix A and the results of the consultation are shown in appendix B, the responses are summarised below.

Questionnaires sent: 816
Questionnaires received: 243
Percentage response: 30%
In favour of the proposals: 129
Against the proposals: 112

- 3.5 The consultation responses indicate majority support for CPZ measures from *Bryan Avenue, Dobree Avenue, Donnington Road, Harlesden Road and Peter Avenue*. It is recommended that these streets be included in the GS CPZ. The majority of consultation responses obtained from Alexander Avenue, Ellerslie Gardens, Hersant Close, Robson Ave and Uffington Road were against the CPZ proposals. Respondents on Rowdon Avenue were undecided with 12 for and 12 against CPZ proposal.

- 3.6 The area indicated on Appendix C forms a defined area for a CPZ. If Alexander Avenue & Rowdon Avenue were to be left out of the proposed area this would no longer be the case and these roads would also likely suffer from considerable displaced parking if they were to be left out of the proposed CPZ. Therefore in view of the majority support in the area as a whole it is recommended that the Committee approves the inclusion of the roads shown on Appendix C within an extended GS CPZ scheme with operating hours of Monday to Friday, 8.30am to 6.30pm, for statutory consultation and implementation subject to the consultation.

- 3.7 Alternatively the Committee may wish to re-consult with the residents of Alexander Avenue & Rowdon Avenue in order to obtain a clear consensus of opinion before these roads are recommended for the proposed GS CPZ area.

- 3.8 It is also recommended that all proposed double yellow lines 'At any time' restrictions near junctions and traffic islands within the consultation area be progressed for statutory consultation and implementation. This will improve traffic flow and road safety throughout the consultation area.

Proposed Zone NT – Appendix D, E and F

- 3.9 Consultation with residents within the proposed Zone NT area was carried out in November/December 2006. A copy of the consultation document is shown in Appendix D and the results of the consultation in Appendix E. The overall response from Zone NT is summarised below:

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Number of questionnaires sent:	1083
Nos. returned:	424
% response:	39
In favour:	155
Against:	260

- 3.10 Although the results in 3.9 represent a majority against CPZ proposals, the consultation responses indicate favourable responses from Clifford Way, Lennox Gardens, Normandy Road and Sonia Gardens.
- 3.11 Analysis of the consultation responses also show that the majority of respondents from streets south of Dollis Hill Lane are in favour and the majority respondents from streets above Dollis Hill inclusive are against the CPZ proposals. Members are reminded that the NT CPZ was proposed in response to complaints received from local residents south of Dollis Hill Lane regarding long term parking displaced from surrounding CPZs NS, GC and GB.
- 3.12 It is therefore recommended that the NT CPZ with operating hours of Monday to Friday, 8.30am to 6.30pm is approved for statutory consultation and implementation within the area shown in Appendix F (that includes Clifford Way, Lennox Gardens, Normandy Road, Sonia Gardens, Mulgrave Road and Park Avenue North).
- 3.13 Two petitions were also recently received against the NT CPZ proposals containing 9 signatures from Ashcombe Park and 73 from Dollis Hill Lane respectively. Both roads are within the area not recommended for the implementation of the NT CPZ.

Preston Road Extension of existing 1 Hour free parking – Appendix G, H

- 3.14 The 20th October 2005 Highways Committee considered a petition from the QARA Group of Associations requesting the introduction of free 1 hour parking to serve the shops and businesses in Preston Road immediately south of Preston Road Station. The petition referred to the existing free parking scheme on the east side of Preston Road, between The Avenue and Uxendon Crescent.
- 3.15 Brent's Transportation Service Unit commissioned a specialist consultant to undertake parking surveys in Preston Road to identify and establish parking demand and activity, both in the existing free parking bays and in those sections of Preston Road, which currently have 9 am – 10 am, Monday to Friday waiting restrictions.

3.16 The parking surveys showed that the free 1 hour parking scheme is working well and at the March 2006 Committee meeting Members suggested that the scheme be extended along Preston Road subject to satisfactory consultation, between Preston Road station and Carlton Avenue East (both sides), in Elmstead Avenue (adjacent to no. 208 Preston Road) and "The Circle" in Carlton Avenue East, opposite the shops.

3.17 Consultation with residents and businesses was conducted in November / December 2006. A copy of the consultation document and proposals is shown on Appendix G. The responses are summarised below:

Questionnaires sent: 237
Questionnaires returned: 24
Percentage response: 10
In favour: 16
Against: 5
No opinion: 3

3.18 Analysis of the consultation showed that majority of respondents are in favour of the proposals to extend the existing 1 hour free parking scheme from Preston Road Station to Carlton Avenue East. It is therefore recommended that all the parking bays and waiting restriction that operate between 9am – 10 am, Monday – Friday as shown at Appendix H be included in the existing 1 hour free parking scheme that operates between 8.00 am to 6.30 pm, Monday to Saturday, subject to statutory consultation for the next financial year. There would no impact on the Parking Revenue Account as a result of this proposal

Harrow Road 'Pay & Display' scheme – Appendix I, J

3.19 The June 2003 Highways Committee received requests 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 within the 'pay & display' bays in the roads off the Harrow Road (CPZ KR). As authorised by Members at the June 2003 Committee meeting, officers met with local traders and have identified areas where short term parking can be provided along sections of Harrow Road, without adversely affecting traffic flow and road safety.

3.20 The consultation was carried out in October 2006. A copy of the consultation is shown in Appendix I. The responses are summarised below.

Questionnaires sent: 214
Questionnaires received: 11
Percentage response: 6%
In favour of the proposals: 10
Against the proposals: 1

3.21 Analysis of the consultation showed that majority of respondents are in favour of the proposed short term 'pay and display' parking bays shown in Appendix J. It is therefore recommended that the proposed plan be progressed to statutory consultation and implementation, with the hours of operation being between 8.00 am to 6.30 pm, Monday to Saturday.

Cricklewood Broadway short term "Pay and Display" scheme – Appendix K, L

3.22 Brent Council has been receiving complaints from traders and shopkeepers of Cricklewood Broadway, requesting loading bays to be installed outside their shops since April 2000. Recently officers conducted a parking survey and identified traffic congestion and road safety issues between 219 to 253 Cricklewood Broadway.

3.23 Currently there are single yellow line restriction along this section of Cricklewood Broadway. These consist of waiting restrictions between 7am – 7 pm, Monday to Saturday and loading restrictions between 7 am – 10 am and 4 pm – 7 pm, Monday to Saturday. The proposals shown in Appendix L will create 18 short term parking bays, a loading bay and a disabled persons' parking bay.

3.24 The consultation was carried out in September 2006. A copy of the consultation is shown in Appendix K and the responses are summarised below.

Questionnaires sent: 61
Questionnaires received: 3
Percentage response: 5
In favour of the proposals: 3
Against the proposals: 0

3.25 All the respondents are in favour of the proposals. It is therefore recommended that the proposed plan shown in Appendix L be progressed to statutory consultation and implementation for the next financial year, with the hours of operation being between 8.00 am to 6.30 pm, Monday to Saturday.

KL CPZ review – Appendix O, P

3.26 The review consultation of the existing KL CPZ forms part of this financial year's programme. The KL CPZ was originally introduced in March 2004 and has since been extended following successful consultations with the local community.

3.27 The review was conducted between the 20th November 06 to the 15 December 06. This consisting of delivering documents containing a questionnaire as shown on Appendix O containing various questions regarding operational matters and on various options available regarding scheme improvement. A table of responses is shown in Appendix P and the overall responses are summarised below:

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Questionnaires sent: 1665
 Questionnaires received: 366
 Percentage response: 22 %

- 3.28 The main findings obtained from the review exercise were that the respondents were generally satisfied with the operation of the KL CPZ including the operational period, parking capacity and enforcement. The one area for improvement where there is a clear consensus of opinion is the Bank Holiday operation of the scheme. Currently the KL CPZ is one of the schemes within the Borough that does operate on Bank Holidays. The largest number of respondents indicated that there were in favour of the scheme not operating on Bank Holidays.

GH CPZ review – Appendix Q, R

- 3.29 The results of the review consultation for the GH Zone in regard to parking facilities in the Zone is summarised in Appendix R and the consultation document is shown at appendix Q.

Questionnaires sent: 1591
 Questionnaires received: 210
 Percentage response: 13 %

- 3.30 The results indicate that residents are fairly satisfied with the CPZ overall. The results also show that residents strongly support the current operational period of the Zone and wish for it to remain unchanged. Overall the results did not identify any specific areas of concern.

East Lane/Forty Avenue

- 3.31 A petition was submitted to the 6th December's Highways Committee following a consultation on proposed waiting restriction at Forty Avenue/East Lane Junction.

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. The table below represents the latest update on the funding allocated to the schemes being progressed this financial year.

Proposed Scheme	Funding allocation (£)	Public consultation
Zone GS	90,000	September/October 2006
Zone HW Extension	45,000	June 2006
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Zone GB Extension	40,000	June 2006
Zone NT	60,000	October 2006
Zone E Extension & Review	28,000	January 2007
Harrow Road Pay and Display Parking	18,000	October 2006
ST & SA Zones	24,000	September 2006*
All Soul's Avenue	15,000	January 2006
Preston Road Extension 1 Hour free parking	2,000	November 2006
Cricklewood Broadway	2,000	September 2006
NS Extension	15,000	July 2006
CPZ Reviews	70,000	December 06 / January 07
Total	409,000	

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

- 4.2 The only changes to the above programme are the introduction of the Cricklewood Broadway and the Preston Road parking schemes. The schemes funding for this year relates to the informal consultation exercise only because statutory consultation and implementation are proposed for the next financial year. Therefore the programme would still be within budget.

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

- 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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