



Highways Committee
21st March 2007

**Report from the Director of
Transportation**

For Action

Wards Affected:
ALL

Progress Report on Controlled Parking Zones Programme

Forward Plan Ref: E&C-06/07-046

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 January 2007 and of the proposed CPZ programme for the 2007/08 financial year.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation with residents of Swinderby Road (numbers 46-132, 47-133), as detailed in items 3.2 to 3.5 and approves the inclusion of that section of Swinderby Road in Zone C, subject to statutory consultation.
- 2.2 That Committee notes the outcome of the consultation with residents of All Souls Avenue (between Wrottesley Road and Hardinge Road), as detailed in items 3.6 to 3.7 and approves the inclusion of that section of All Souls Avenue in Zone KL, subject to statutory consultation.
- 2.3 That Committee notes the outcome of the consultation with residents of Northview Crescent, as detailed in items 3.8 to 3.10 and approves the inclusion of Northview Crescent in Zone NS, subject to statutory consultation.
- 2.4 That Committee notes the outcome of the consultation with residents of Oman Avenue, as detailed in items 3.11 to 3.13 and approves the inclusion of Oman Avenue in Zone GA, subject to statutory consultation.

- 2.5 That Committee notes the outcome of the consultation with residents of HW extension, as detailed in items 3.14 to 3.16 and approves the inclusion of Harlesden Road (part) and Herbert Gardens (part) in Zone HW, subject to statutory consultation.
- 2.6 That Committee notes the outcome of the consultation with residents of Zone E extension, as detailed in items 3.17 to 3.19 and agrees that CPZ proposals for their streets be withdrawn.
- 2.7 That Committee notes the outcome of Zone GD review consultation, as detailed in items 3.20 to 3.21 and agrees the introduction of partial (two wheels on) footway parking in Brenthurst Road.
- 2.8 That Committee notes the outcome of Zone GC review consultation, as detailed in items 3.22 to 3.25 and agrees that a review of existing parking places and waiting restrictions be undertaken to establish where additional provision is feasible.
- 2.9 That Committee notes the outcome of Zone NC review consultation, as detailed in items 3.26 to 3.28 and agrees that officers investigate the feasibility of introducing additional parking places and that, if appropriate, the CPZ be amended accordingly.
- 2.10 That Committee approves the provisional programme of CPZs and CPZ reviews for 2007/08 as detailed in item 3.29 and approves the proposed funding allocation summarised in appendix J.
- 2.11 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 together with those already improved.

3.0 Detail

2006/2007 Programme - Update

- 3.1 ST and SA amendments came into operation on 12th February 2007. The implementation of GB extension, HW extension and NS extension will commence on 23rd April 2007, 30th April 2007 and 8th May 2007 respectively. Preston Road 1 Hr free parking scheme, Cricklewood Broadway short term parking scheme, Harrow Road short term parking scheme, Oman Avenue (GA extension), Northview Crescent (NS extension), Zone NT (reduced), Zone GS (reduced) are progressed to statutory consultations.

Swinderby Road – Appendix A

3.2 A review of the CPZ measures in Swinderby Road (numbers 46-132, 47-133) was carried out in January 2007. This followed a petition received from residents of the part of Swinderby Road that is currently within the Ealing Road CPZ, requesting that this part of the road be included within the Zone C (Wembley Central) CPZ, which has a shorter operating period. A copy of the consultation leaflet is shown at appendix A.

3.3 The review consultation asked residents if they wish to be included in the Wembley Central Zone – C which operates between 8.00 am – 6.30 pm, Monday to Saturday. The results of the consultation are summarised below:

Number of questionnaires sent:	103
Number of questionnaires returned:	43
Percentage response:	42 %
In favour:	35
Against:	6

3.4 In view of the majority support it is recommended that the section of Swinderby Road, between 46-132 and 47-133, be removed from Zone E (Ealing Road CPZ) and be included in Zone C (Wembley Central CPZ).

3.5 Members are requested to note that a period of statutory consultation is required to amend the relevant Traffic Management Orders before the change supported in the consultation can be implemented. The existing parking controls will remain in operation during this period. It is also possible that objections could be received during the statutory consultation period and if so, these will be considered by the Director of Transportation.

All Souls Avenue – Appendix B

3.6 A consultation with residents of All Souls Avenue between Hardinge Road and Wrottesley Road was carried out in January / February 2007. The informal consultation asked residents if they wish to be either included in Zone HW (west of All Souls Avenue) or Zone KL (east of All Souls Avenue). A copy of the consultation leaflet is shown at appendix B and the results are summarised below:

Number of questionnaires sent:	113
Number of questionnaires returned:	39
Percentage response:	35%
Against CPZ:	7
In favour of being included in Zone KL:	27
In favour of being included in Zone HW:	4

3.7 In view of the majority support it is recommended that the section of All Souls Avenue between Hardinge Road and Wrottesley Road be included in zone KL subject to statutory consultation.

NS Extension, Northview Crescent – Appendix C

3.8 Consultation with residents of Northview Crescent was carried out in January/February 2007. The informal consultation informed residents of the likelihood of parking being displaced onto their street as a result of implementing an extended NS CPZ in neighbouring streets. The consultation asked residents if they wish to be included within Zone NS.

3.9 A copy of the consultation leaflet is shown at appendix C and the results are summarised below:

Number of questionnaires sent:	46
Number of questionnaires returned:	16
Percentage response:	35%
In favour:	9
Against:	7

3.10 In view of the majority support it is recommended that Northview Crescent be included in Zone NS, subject to satisfactory consultation.

GA Extension, Oman Avenue - Appendix D

3.11 A consultation with residents of Oman Avenue was carried out in January/February 2007. The informal consultation asked residents if they wish to be included in Zone GA due to recent reports of parking displacement from neighbouring streets.

3.12 A copy of the consultation leaflet is shown at appendix D and the results are summarised below:

Number of questionnaires sent:	100
Number of questionnaires returned:	36
Percentage response:	36%
In favour:	21
Against:	15

3.13 In view of the majority support it is recommended that Oman Avenue be included in Zone GA, subject to statutory consultation.

Zone HW Extension re-consultation – Appendix E

3.14 A consultation with residents of Dairy Close, Harlesden Road (part), Herbert Gardens and Haycroft Gardens who voted against CPZ proposals previously was carried out in January / February 2007. The informal consultation asked residents if they wish to be included in Zone HW and informed residents of the likelihood of parking displacement that will occur from neighbouring streets.

3.15 A copy of the consultation leaflet and consultation analysis is shown in appendix E and the overall responses are summarised below:

Number of questionnaires sent:	233
Number of questionnaires returned:	69
Percentage response:	30%

- 3.16 The consultation results show that only Herbert Gardens (part) is in support of the proposals while residents of Harlesden Road were undecided. It has to be noted that officers have received several complaints from the Police and the local Cardinal Hinsley High School in regard to illegal vehicle selling in Harlesden Road and demanded the Council to control parking. It is therefore recommended that both Herbert Gardens (part) and Harlesden Road (part) be included in Zone HW, subject to statutory consultation.

Zone E or C extension – Appendix F

- 3.17 Residents of Basingham Road, Danethorpe Road, Holland Road, Lincoln Road, Norton Road, Stapleford Road and Thurlby Road were consulted on CPZ proposals. The informal consultation asked residents if they are in favour of a CPZ for their streets and gave them the option to be included in either Zone E or Zone C.
- 3.18 A copy of the consultation leaflet and consultation analysis is shown in appendix F and the overall responses are summarised below:

Number of questionnaires sent:	407
Number of questionnaires returned:	153
Percentage response:	38%
In favour:	36
Against:	111

- 3.19 The results of the consultation show that all the streets consulted opposed the CPZ proposals. It is therefore recommended that the CPZ proposals be withdrawn.

Zone GD review – Appendix G

- 3.20 The review of Zone GD was carried out in January/February 2007. A copy of the consultation and a table of the results are attached in appendix G. Overall responses are summarised below:

Number of questionnaires sent:	419
Number of questionnaires returned:	67
Percentage response:	16%

- 3.21 Majority of respondents were fairly satisfied with the CPZ overall. They supported the existing operational times of 8.30 am to 6.30 pm, Monday to Friday. The only significant finding was that residents were in favour of footway parking in Brenthurst Road. This is due to the width of the road and officers have also noticed vehicles parked on the footway during CPZ operational times. It is therefore recommended that Committee agrees the introduction of partial footway parking in Brenthurst Road.

Zone GC review – Appendix H

- 3.22 The review of Zone GC was carried out in January/February 2007. A copy of the consultation and a table of the results are attached in appendix H. Overall responses are summarised below:

Number of questionnaires sent:	2699
Number of questionnaires returned:	427
Percentage response:	16%

- 3.23 Majority of respondents were fairly satisfied with the CPZ overall. They supported the existing operational times of 8.30 am to 6.30 pm, Monday to Friday.
- 3.24 There were however several roads that indicated that there was not enough parking bays along their road both for residents and nearer to the High Road for businesses. The parking arrangement along these particular roads will be reconsidered and where feasible parking restrictions relaxed to introduce further parking capacity.
- 3.25 Committee is therefore requested to authorise officers to proceed with a review of the existing waiting restrictions with a view to make additional provision where feasible and, if appropriate to consult on a revised scheme. Committee is also requested to authorise officers to proceed with amended scheme, if appropriate, at the earliest opportunity.

NC review – Appendix I

- 3.26 The review of Zone NC was carried out in January/February 2007. A copy of the consultation and a table of the results are shown in appendix I. Overall responses are summarised below:

Number of questionnaires sent:	233
Number of questionnaires returned:	32
Percentage response:	14%

- 3.27 Majority of respondents to the review consultation very satisfied with the CPZ operational times and supported to remain unchanged.
- 3.28 However, they indicated that they were dissatisfied with the CPZ overall. Analysis of the responses showed that the main reason for this was complaints at inadequate parking capacity for residents, businesses and customers. It is therefore suggested that officers investigate opportunities to increase parking availability, and that if additional capacity is identified, the CPZ be amended accordingly.

Future Areas of Study – Appendix J

- 3.29 An allocation of £414,000 has been made available for new CPZs and CPZ reviews for the 2007/08 financial year. The Council have received complaints regarding parking displacement on the peripheries of existing Zones along with requests for proposals to control parking from local residents in various parts of the borough. Officers have visited the effected areas and have confirmed the complaints and request Members to agree for officers to develop the CPZ programme for the next financial year 2007 / 08 shown in appendix J.

4.0 Financial Implications

2006/07 Schemes

- 4.1 An allocation of £413,000 was made available for new CPZs and CPZ reviews for the 2006/07 financial year. The amounts allocated to individual schemes and projected year end spends are tabulated below:

Proposed Scheme	Proposed implementation	Budget 2006-07	Projected Year end spend
Zone GS	July 2007	118,000	90,000
Zone HW Extension	April 2007	45,000	45,000
Zone GB Extension	April 2007	40,000	40,000
Zone NT	July 2007	90,000	60,000
Zone E Extension & Review	August 2007	28,000	28,000
Harrow Road Pay and Display Parking	July 2007	48,000	18,000
ST & SA Zones	February 2007	24,000	24,000
All Soul's Avenue	September 2007	15,000	15,000
Preston Road Extension 1 Hour free parking	June 2007	7,000	2,000
Cricklewood Broadway	June 2007	10,000	2,000
NS Extension	April 2007	25,000	15,000
CPZ Reviews		70,000	70,000
Total		409,000	409,000

- 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 Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

Contact Officers

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