

	<p style="text-align: center;">Highways Committee 30th May 2007</p> <p style="text-align: center;">Report from the Director of Transportation</p>
<p>For Action Wards Affected: ALL</p>	
<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 Zone (CPZ) implementation programme in Brent since last reported in March 2007.
- 1.2 This report also informs Members on the receipt of a petition from residents of Napier Road and Victor Road (KR CPZ), requesting mainly for the operational period of the zone to be extended.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation with residents of Mulgrave Road and Park View Road as detailed in items 3.6 to 3.8 and approves the inclusion of Mulgrave Road and Park View Road in the reduced Zone NT, which is to be progressed to statutory consultation.
- 2.2 That Committee notes the outcome of the consultation with residents of Staverton Road, as detailed in items 3.9 to 3.11 and approves that the CPZ proposals for Staverton Road be withdrawn.
- 2.3 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.

3.0 Detail

2006/2007 schemes - Update

3.1 All schemes during 2006/07 are being progressed as previously agreed by the Committee.

Petition

3.2 A petition was received on 14th March 2007 from residents of Napier Road and Victor Road and was verified by Democratic Services to contain the required number of signatures to be reported to the Highways Committee. The covering letter of the petition reads:

“This letter is written on behalf of the residents of Napier and Victor Road. They would like to highlight three main key issues:” (summarised below)

1. They request pay and display scheme to be implemented on Harrow Road.
2. They request the current parking restriction of 8.30am-6.30pm, Monday to Friday to be extended to 8.30am-10pm, Monday to Sunday. This is due to large amount of people attending Church services on Tuesday, Thursday and Sunday evenings (around 7pm till late and on Sunday morning from 8.30am till noon). The Church is situated on Harrow Road junction with Victor Road.
3. They request action to be taken regarding the quantity of dog litter on the pavements on their streets.

3.3 With regard to the request of pay and display scheme on Harrow Road, Members will recall that such a scheme was approved at the 24th January 2007 Highways Committee meeting. The statutory consultation in respect of the pay and display scheme on Harrow Road between Wrottesley Road and Ravensworth Road was being prepared at the time of writing this report. The Public Notices required as part of the statutory consultation process are scheduled to be advertised on 16th May 2007 and subject to there being no objections to these proposals the scheme implementation will commence on 2nd July 2007.

3.4 With regard to the request of parking restrictions to be extended, officers would like to inform Members that the review consultation of Zone KR shown in Appendix A is underway at the moment. The results of the consultation along with Officers recommendations will be reported to the July 2007 Highways Committee meeting.

3.5 With regard to the issues of dog litter in the area, this has been raised with the Council's Streetcare department in order for urgent action to be taken to address the problem.

Zone NT re-consultation – Appendix B

3.6 Consultation with residents of Mulgrave Road and Park View Road who voted against CPZ proposals previously was carried out in April / May 2007. The informal consultation asked residents if they wish to be included in the recently approved reduced Zone NT and informed residents of likely parking displacement that will occur from neighbouring streets.

3.7 A copy of the consultation leaflet is shown in Appendix B and the overall responses are summarised below:

Number of questionnaires sent:	108
Number of questionnaires returned:	42
Percentage response:	39 %

	In favour	Against
Mulgrave Road	18	6
Park View Road	10	6

3.8 The results of the consultation show that the majority on both streets consulted are in favour of the CPZ proposals. It is therefore recommended that Mulgrave Road and Park View Road be included in the reduced zone NT, which is to be progressed to statutory consultation.

Zone KS extension – Appendix C

3.9 Consultation with residents of Staverton Road was carried out in April/ May 2007. The informal consultation asked residents if they wish to be included within Zone KS.

3.10 A copy of the consultation leaflet is shown in Appendix C and the overall responses are summarised below:

Number of questionnaires sent:	89
Number of questionnaires returned:	32
Percentage response:	36%

In favour:	12
Against:	20

3.11 In view of the majority against the CPZ proposals, it is recommended that the CPZ proposals for Staverton Road be withdrawn.

4.0 Financial Implications

2007/08 CPZ programme

4.1 An allocation of £414,000 was made available for new CPZs and CPZ reviews for the 2007/08 financial year. The amounts allocated to individual schemes are tabulated below:

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New CPZ Schemes	
Zone HY (Yewfield Road Area)	55,000
Zone WG (Greenhill Road Area)	30,000
Zone GB extension 2	25,000
Zone Manor Close Area	5,000
Zone ST extension 1	9,000
Zone SH extension 1	9,000
Zone GD extension 1	15,000
Staverton Road	8,000
Mount Pleasant Road Area CPZ	8,000
Total Allocation	164,000
CPZ Reviews	
Zone KH	7,000
Zone SH	7,000
Zone KD	7,000
Zone KQ	7,000
Zone KR	7,000
Zone G	7,000
Zone KG	7,000
Zone GA	7,000
Total Allocation	56,000

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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Contact Officers

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