



Highways Committee 23rd July 2008

Report from the Director of Transportation

For Action

Wards Affected:
ALL

Progress Report on Controlled Parking Zones Programme

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

1.0 Summary

1.1 This report informs Members of the Committee on the progress of the Controlled Parking Zones (CPZs) implementation programme in Brent, since it was last reported in March 2008.

1.2 This report also informs Members on the receipt of petitions from the following:

- Haycroft Gardens, residents requesting to be re consulted on CPZ proposals.
- Leith Close, residents objecting to the proposed waiting restrictions in Leith close and Wells Drive.

2.0 Recommendations

2.1 That Committee notes the petitions received, approves all the courses of action detailed in the report, and agrees that the petition organisers be informed of this Committee's decisions. In particular that Committee agrees the following:

- That Haycroft Gardens be re consulted about inclusion in Zone HW,
- That the objections to the proposed waiting restrictions at Leith Close and Wells Drive be over ruled and the proposals be implemented subject to statutory consultation.

- 2.2 That Committee notes the outcome of the re consultation with residents of GS extension as detailed in items 3.6 to 3.7 and approves the inclusion of Alexander Avenue, Hersant Close and Uffington Road in Zone GA, subject to statutory consultation.
- 2.3 That Committee notes the outcome of the re consultation with residents of GB extension as detailed in items 3.8 to 3.9 and approves the inclusion of Geary Road in Zone GB, subject to statutory consultation.
- 2.4 That Committee notes the outcome of consultation with residents of Winslow Close as detailed in items 3.10 to 3.11 and approves the inclusion of Winslow Close in Zone NC, subject to statutory consultation.
- 2.5 That Committee notes the outcome of consultation with residents of Longstone Avenue (part) as detailed in items 3.12 to 3.13 and approves the inclusion of Longstone Avenue (part) in Zone HW, subject to statutory consultation.
- 2.6 That Committee authorises the Director of Transportation to consider objections and representations during the statutory consultation mentioned within the detail section of this report and that the Director of Transportation report back to members, if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Detailed Programme

Petitions

Haycroft Gardens NW10

- 3.1 A petition has been received from residents of Haycroft Gardens, NW10 requesting its inclusion in zone HW. The petition states;

“Petition to Brent Council for reconsultation on CPZ in Haycroft Gardens”

Responses to informal consultations with residents of Haycroft Gardens in November 2002, November / October 2004, June 2006, January 2007 and September 2007 indicated opposition to CPZ proposals. Currently, all the surrounding roads have been controlled as part of the HW zone and Committee is therefore requested to agree that Haycroft Gardens be re consulted to be included in zone HW.

Leith Close, Wells Drive Kingsbury

- 3.2 A petition has been received from residents of Leith Close and Wells Drive, Kingsbury NW9 objecting to a proposed waiting restriction. The petition has more than fifty signatures and states;

“We, the undersigned, object to the imposition of yellow line parking restrictions in Leith Close and Wells Drive by Brent Council. We believe it will make an already stretched parking situation intolerable. We urge them to reconsider their decision, and to work with the residents to arrive at a conclusion acceptable to both parties.”

- 3.3 Leith Close is a narrow road (6.2 m in width) and when vehicles are parked on both sides of the road, it causes congestion making it difficult for vehicles such as refuse collection and emergency services to get access to Leith Close from Wells Drive. In August 2006, a StreetCare Ward officer contacted Traffic Management to lodge a request for waiting restrictions to be implemented in Leith Close. The StreetCare Ward officer expressed her concern that refuse vehicles were having difficulty accessing Leith Close on refuse collection days.
- 3.4 The location was investigated and assessed by the Council’s set criteria for implementing waiting restrictions. It was concluded that the location was a risk area. Based on the assessment, it was decided to implement a 24 – hour (double yellow line) restriction and frontages were notified by letter. The 24 – hour restriction proposal received three objections and as a compromise the restriction was modified to Monday – Friday, 8:00am – 6:30pm restriction (single yellow line).
- 3.5 Given the fact that refuse vehicles have experienced ongoing access problems, it should also be mentioned that emergency services can potentially face similar problems. It is regrettable that some residents may be inconvenienced by shortage of parking spaces as a result of the proposals. However, the Council regards health and road safety a high priority and in this case the proposed waiting restriction of Monday Friday, 8:00am - 6:30pm (single yellow line) as shown on appendix A is seen as an appropriate solution to minimise risk. It is therefore recommended that Committee agrees to the implementation of the proposed waiting restriction of Monday Friday, 8:00am - 6:30pm (single yellow line) as shown on Appendix A.

Public Consultations

Zone GS extension – Appendix B

- 3.6 Informal consultation with residents of zone GS extension area was carried out in June 2008. The informal consultation asked residents if they wish to be included in zone GS. A copy of the consultation leaflet is shown at appendix B. The overall results are summarised below:

Street Name	Questionnaires sent	Returned questionnaires	
		In Favour	Against
Alexander Avenue	37	14	3
Hersant close	26	14	3
Robson Avenue	38	3	3
Uffington Road	41	18	2

3.7 The consultation analysis show that majority of respondents from Alexander Avenue, Hersant Close and Uffington Road support the proposals to be included in zone GS while residents from Robson Avenue are split. It is therefore recommended that Alexander Avenue, Hersant Close and Uffington Road be included in zone GS. Due to the displaced parking that occurs once a CPZ is implemented, it is also recommended that residents of Robson Avenue be re consulted on CPZ proposals in the light of the above.

Zone GB extension – Appendix C

3.8 Informal consultation with residents of zone GB extension area was carried out in June 2008. The informal consultation asked residents if they wish to be included in zone GB. A copy of the consultation leaflet is shown at appendix C. The overall results are summarised below:

Street Name	Questionnaires sent	Returned questionnaires	
		In Favour	Against
Geary Road	58	28	7
Griffin Close	172	7	15

3.9 The consultation results show that majority of respondents from Geary Road support the proposals to be included in zone GB while residents of Griffin Close are against. It is therefore recommended that Geary Road be included in zone GB. It is also recommended that Committee agree not to proceed with CPZ in Griffin Close.

Zone NC extension – Appendix D

3.10 Informal consultation with residents of Winslow Close (Neasden) area was carried out in June / July 2008. The informal consultation asked residents if they wish to be included in zone NC. A copy of the consultation leaflet is shown at appendix D. The overall results are summarised below:

Number of questionnaires sent: 22
 Number of questionnaires returned: 7
 Percentage response: 32%
 In favour: 6
 Against: 1

3.11 In view of the majority support, it is therefore recommended that Winslow Close be included in zone NC.

Zone HW extension – Appendix E

3.12 Informal consultation with residents of Longstone Avenue between Drayton Road and Roundwood Road was carried out in June / July 2008. The informal consultation asked residents if they wish to be included in zone HW. A copy of the consultation leaflet is shown at appendix E. The result for Longstone Avenue(part) is summarised below:

Highways Committee 23 rd July 2008	3 rd July 2008
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Number of questionnaires sent:	52
Number of questionnaires returned:	29
Percentage response:	56%
In favour:	24
Against:	5

- 3.13 In view of the majority support, it is therefore recommended that Longstone Avenue between Drayton Road and Roundwood Road be included in zone HW.

Future areas of Study

- 3.14 An allocation of £418,000 has been made available for new CPZs and CPZ reviews for the 2008/09 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 affected areas and have confirmed the complaints and request Members to agree for officers to develop the CPZ programme for the next financial year 2008 / 09 shown below.

Proposed schemes	Funding (£)
Schemes from 07/08	
Zone HY (Church Road and Yewfield area)	40,000
GB extension	30,000
Zone KD review	14,000
New CPZ schemes (Proposals)	
GS extension (Hersant Close, Alexander Avenue, Uffington Rd, Robson Avenue)	30,000
All Souls Avenue (part)	10,000
KS extension (Staverton Rd)	10,000
GA extension (Gardiner Ave, Anson Rd, Henson Ave, Tracey Ave)	30,000
Zone HY extension	55,000
Zone NT extension	40,000
Short term pay & display schemes	60,000
Northwick Park CPZ	35,000
CPZ Reviews	
Zone HW	16,000
Zone GA	12,000
Zone KQ	13,000
Zone GS	13,000
Zone NT	10,000
Total allocation	£ 418,000

4.0 Financial Implications

2007/08 Schemes

Highways Committee 23 rd July 2008	3 rd July 2008
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An allocation of £414,000 was made available for 2007/08 CPZ programme of work. Majority of the schemes have been implemented except for Zone HY (Yewfield and Church Road area), Zone GB extension and on going KD review programmed to be implemented in June / July 2008.

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 include an explanation of how more information about proposals can be obtained. This is written and available in several languages that are commonly spoken in the borough.
- 6.2 CPZs consultation takes into account the requirements of different religious organisations in the borough, in respect of parking needs for community establishments during the design of projects. However, the decision on hours, additional or shared facilities depends on the majority view of responses and may not allow for any parking for visitors to such establishments.
- 6.3 CPZs take into account 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 the 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

Hossein AmirHosseini, Acting Team Leader - Parking

Richard Saunders, Director of Environment & Culture