Progress Report on Controlled Parking Zones Programme

Forward Plan Ref: E&C-08/09-36

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 November 2008 and presents the following petitions.

1.2 Petition received from residents of Church Road area, Willesden NW10 against the recently implemented controlled parking zone HY in their area.

1.3 Petition received from the residents of Robson Avenue, NW10, requesting parking facilities for visitors and disabled persons.

2.0 Recommendations

2.1 That Committee considers the outcome of the consultation with residents living near zone HY, that asked whether they would like to be included in the zone HY extension as detailed in item 3.3 and Appendix A. Officers recommend that Conley Road and Essex Road to be included in the existing CPZ zone HY, and that the following streets be included in a separate zone because of separate geographic boundaries; Fawcett Road, Fortunegate Road, St Thomas's Road, Tunley Road, Glynfield Road, Norfolk Road.

2.2 That Committee considers the outcome of the consultation on the zone GA CPZ review detailed in item 3.4 and Appendix B, and approves new operational times of Monday to Friday 10am to 3pm.
2.3 That Committee considers the outcome of the consultation with traders and businesses of 2-74 Harrow Road as detailed in item 3.5 and approves the proposed plan as shown at Appendix C for statutory consultation and implementation thereafter.

2.4 That Committee considers the proposed CPZ programme for the 2009-10 financial year as detailed in the table in 3.7, and approves its implementation.

2.5 That the committee considers the petition detailed in item 3.1, submitted by residents of Church Road, NW10, and agrees that adequate parking facilities have been provided by the provision of pay & display parking.

2.6 That the committee considers the petition detailed in item 3.2, submitted by residents of Robson Avenue, NW10 and instructs the Transportation Unit under delegated authority to install pay & display parking and two disabled bays, for visitors to the Brent Association of Disabled people (BADP) and Willesden Centre for Health Care.

2.7 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 Details

Petitions

Church Road area, Willesden NW10

3.1 A petition has been received from local residents around Church Road NW10. The petition has been verified by Democratic Services to have more than the fifty signatures required. It was organised by a local business and states;

“The objective of this petition is to ensure that customers will be able to have access to free parking for up to 30 minutes allowing us to continue to provide a valuable service for the local customers.”

The Church Road area CPZ Zone HY was implemented on October 2008 after successful consultation with local residents and businesses. As in any controlled parking zones, the scheme is aimed at improving parking for local resident and their visitors by eliminating long term parking. As a result, the scheme has provided short term “pay and display” parking along the Church Road outside the shops.
for customers and permit parking for residents and businesses on all the streets within the HY zone. Attention is drawn to the minutes of the Executive Committee meeting held on 13\textsuperscript{th} November 2006 and in particular to item 11 (iii) that stated “that to avoid further inconsistency and parking demand problems, approval be given to not extending existing areas of free parking nor creating new areas subject to further consideration of any previous decisions of the Highways Committee.”

Robson Avenue, NW10

3.2 A petition has been received from residents of Robson Avenue NW10. The petition has been verified by Democratic Services to have more than the fifty signatures required. It was organised by a local business and states;

“We want Brent Council to take action to resolve the traffic problems in Robson Avenue by the Willesden Centre for Health Care. There are particular problems in parking for visitors to Brent Association of Disabled People (BADP).

We want the Council to:
- Introduce disabled parking bays outside the BADP premises on Robson Avenue,
- Introduce a Pay & Display meter for visitors to BADP and Willesden Centre for Health Care.”

Public Consultations

Zone HY extension – Appendix A

3.3 Informal consultation with residents of HY proposed extension area as shown in Appendix A was carried out between February 2009 and March 2009. A public exhibition was held between 26\textsuperscript{th} & 28\textsuperscript{th} February 2009 at Neasden Library. A copy of the consultation document is appended to this report (Appendix A). Residents of; Conley Road, Essex Road, Fawcett Road, Fortunegate Road, St.Thomas’s Road, Tunley Road, Glynfield Road and Norfolk Road have shown a majority support to be included in the existing CPZ HY, which operates Monday to Friday 8.30am to 6.30pm. However due to the location of the streets, it would be easier to assimilate Conley and Essex Roads into HY, and the remainder into another separate zone.

Zone GA CPZ Review – Appendix B
3.4 Informal consultation with residents of Zone GA was undertaken during January and February 2009. A copy of the consultation document is appended to this report (Appendix B). The results of the consultation containing tables showing street by street breakdowns are also contained within Appendix B.

**Proposed short term pay and display bays outside 2-74 Harrow Road – Appendix C**

3.5 Informal consultation was undertaken in January & February 2009 with a view to formalising the existing layby outside Nos.2-74 Harrow Road. A copy of the consultation leaflet is appended to this report (Appendix C).

A total of 70 questionnaires were sent out to the properties adjacent to the layby. A total of 18 properties returned completed questionnaires, of which 6 were in favour of the overall proposal and 12 were against. Consultees were also asked whether they favoured days of operation of; Monday to Friday 8am to 6.30pm, or Monday to Saturday, 8am to 6.30pm. Of the 18 respondents, 6 favoured Monday to Friday, and 2 favoured Monday to Saturday. 10 of the total 18 respondents failed to indicate their preference for the days of operation question.

This proposal will increase the turnover of parking thus benefitting the businesses who have previously complained about the negative impact of the bus lane that runs past the layby.

Committee members are reminded that we longer provide free parking within the borough.

**Programme of work 2009/10**

3.6 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.

3.7 It is anticipated that £390,000 will be needed in 2009/2010 to implement the schemes shown in the table below.

<table>
<thead>
<tr>
<th>CPZ Programme of work 2009/10</th>
<th>Funding (£)</th>
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<tbody>
<tr>
<td>Carried over schemes to be implemented within 09/10</td>
<td></td>
</tr>
<tr>
<td>Zone GS extension (Hersant Cl, Alexander Ave, Uffington Rd)</td>
<td>30,000</td>
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<tr>
<td>KS extension (Staverton Rd)</td>
<td>10,000</td>
</tr>
<tr>
<td>IW extension (Haycroft Gdns, Longstone Ave)</td>
<td>15,000</td>
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<tr>
<td>Zone GA post review changes</td>
<td>10,000</td>
</tr>
</tbody>
</table>

Highways Committee
19th March 2009
**New proposed CPZ schemes**

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ealing Road extension (Kathleen Ave, Victor Gr, Dorothy Ave, Hillfield Ave (part), Valley Gdns, Lyon Park Ave, Highmead Cres)</td>
<td>30,000</td>
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<tr>
<td>Zone SH extension</td>
<td></td>
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<tr>
<td>All Souls Avenue (Chamberlayne Rd to Hardinge Rd)</td>
<td>10,000</td>
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<tr>
<td>Dorchester Way area</td>
<td>10,000</td>
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<tr>
<td>Zone HY extension</td>
<td>30,000</td>
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<tr>
<td>Zone NT extension</td>
<td>45,000</td>
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<tr>
<td>P&amp;D bays in Harrow Rd (Westside) north of NCR</td>
<td>30,000</td>
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<tr>
<td>Bridge Road- Pay and Display Parking</td>
<td>25,000</td>
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<tr>
<td>Preston Road- Pay and Display Parking</td>
<td>30,000</td>
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<tr>
<td></td>
<td>60,000</td>
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</tbody>
</table>

**CPZ Reviews to be undertaken in 2009/10**

<table>
<thead>
<tr>
<th>Zone Review (Details)</th>
<th>Cost (£)</th>
</tr>
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<tbody>
<tr>
<td>Zone KD review (consult with Zones K, KB, KC and KM to assess the possibility of combining the 5 zones into one)</td>
<td>15,000</td>
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<tr>
<td>Zone G (Willesden High Road)</td>
<td>10,000</td>
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<tr>
<td>Zone MW</td>
<td>10,000</td>
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<tr>
<td>Zone GM</td>
<td>10,000</td>
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<tr>
<td>Zone GS</td>
<td>10,000</td>
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<tr>
<td><strong>Total allocation</strong></td>
<td><strong>£ 390,000</strong></td>
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</tbody>
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### 4.0 Financial Implications

4.1 Subject to budgetary confirmation, the anticipated allocation of £390,000 would be provided from the parking revenue account, to implement the above schemes upon satisfactory consultation and approval, by the Highways Committee members.

### 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 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

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