

	<p style="text-align: center;">Highways Committee 19th October 2010</p> <p style="text-align: center;">Report from the Head of Transportation</p>
<p>For information & decision</p>	<p style="text-align: right;">Wards Affected: ALL</p>
<p>Progress Report on 2010/11 Controlled Parking Zones (CPZ) programme.</p>	

1.0 Summary

- 1.1 This report informs the Committee of progress on the 2010/11 Controlled Parking Zones (CPZ) works programme since the last report in July 2010.

2.0 Summary of recommendations

- (i) That Committee notes the results of consultations into the possible introduction/extension of controlled parking in a number of areas as set out within this report
- (ii) Agrees that no further work should be undertaken in relation to proposals to introduce controlled parking into the Northwick Park area, the Preston area, extensions HY and GA CPZs and those areas within the 2010/11 work programme where consultation has not yet commenced until such time as a final decision has been made on the proposed instruction of emission based residents parking permits
- (iii) Agrees that proposals in relation to the introduction of pay and display controls in part of East Lane and Sudbury Avenue are not related to the emission base permit proposals and that agrees that those proposals should be implemented, subject to the necessary statutory consultation.
- (iv) Agrees that, noting the outcomes of consultation into proposals to introduce controlled parking into the Northwick Park area, that no controlled parking should not be implemented in that area.

3.0 Details

Table 1 sets out the 2010/11 CPZ work programme agreed by Committee in January 2010. The Table also summarises progress and expenditure to date.

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Programme of work 2010 / 11	Ward	Est'd cost (£k)	Spent to date (£k)	Progress to date
Schemes from 09/10 Zone HW & HY extension, MW changes,	Harlesden	40	30	In progress
New CPZ schemes (Proposals)				
Consultation and implementation if local support is identified through consultation, on the introduction of controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area west of Preston Road.	Preston	60	15	Initial design completed. Informal public consultation completed.
Consultation and implementation if local support is identified through consultation, on the introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue.	Northwick Park	60	15	Initial design completed. Informal public consultation completed.
Consultation and implementation if local support is identified through consultation, on the introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road.	Alperton	50	10	Initial design completed, informal consultation documents drafted
Consultation and implementation if local support is identified through consultation, on the extension of CPZ ST to include District, Central, Roundtree and Saunderton	Sudbury	40	10	Initial design completed, informal consultation documents drafted

Roads.				
Consultation, and implementation if local support is identified through consultation, on the introduction of pay & display parking bays in East Lane (close to North Wembley Station) to replace the existing, free, short term bays.	Northwick Park	15	5	Initial design completed. Informal public consultation completed,
Consultation and implementation if local support is identified through consultation, on the introduction of controlled parking in the area south east of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Road etc).	Fryent	30	7.5	Initial design completed, informal consultation documents drafted
Consultation and implementation if local support is identified through consultation, on the extension of GA CPZ to include Anson Road and Tracey, Henson & Gardiner Avenues.	Mapesbury	30	5	Initial design completed. Informal public consultation completed,
Consultation and implementation if local support is identified through consultation, on the introduction of controlled parking in the area in the vicinity of Northwick Circle, including Draycott Avenue and the Ridgeway.	Kenton	30	7.5	Initial design completed, informal consultation documents drafted
A programme of minor changes to CPZs C, E & W to reflect recent site changes and to ensure complete consistency between site conditions and Traffic Orders.	Wembley Central	35	15	In progress
Programme Total (£k)		390	120	

Table 1: 2010/11 CPZ Programme summary position

The Committee will recall that, at the January meeting they delegated authority to decide, having considered the responses to consultation, whether or not to extend the HY CPZ to the Head of Transportation.

The Committee will also be aware that, on the 11th August 2010, the Executive Committee agreed to the introduction of an emission based residents parking permit regime, with an associated charging structure, subject to the outcome of the necessary consultation.

It is anticipated that the final decision in relation to the introduction of that regime and charges will be made in late December 2010 or early January 2011.

Prior to the Executive Committee decision, informal (public) consultation had been undertaken into proposals to introduce or extend controlled parking in a number of areas. Details of the consultation materials used, together with a summary of the results of those consultations, are shown in the Appendices as follows:

Appendix A – the extension of CPZ HY,

Appendix B – the introduction of short term pay & display parking in parts of East Lane and Sudbury Avenue,

Appendix C - the introduction of controlled parking in the Preston (Grasmere Avenue etc) area west of Preston Road,

Appendix D – the introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue,

Appendix E – the extension of GA CPZ to include Anson Road (part), Tracey, Henson and Gardiner Avenues.

There is evidence that the cost of residents parking permits has a significant influence on the responses of residents when being consulted on the introduction of controlled parking.

The consultations set out in the Appendices were all undertaken before the Executive Committee decision on an emission based residents parking regime was made. Accordingly, and although a final decision on emission based charges has yet to be made, the responses to those consultations would have been made without knowledge of the proposed regime or that permit prices could change.

It is reasonable to assume that, had residents been aware that the permit charging regime and charges might change, the responses to the consultations may have been different.

It is clearly important to make decisions on CPZ proposals with confidence that the results of consultations are a true reflection of resident's views. That confidence cannot be provided at the current time.

In recognition that a final decision on emission based charges will not be made late December 2010 or early January 2011 it is proposed that:

- (i) No further consultations are undertaken until a decision has been made,
- (ii) That in areas where the results of the recent consultation has indicated a broad support for controlled parking, residents are re-consulted after a decision has been made,
- (iii) That in the Northwick Park area, where the recent consultation has demonstrated little support for the introduction of controlled parking, it is agreed that controlled parking should not be implemented,
- (iv) That, because the responses to the proposals in relation to part of East Lane and Sudbury Avenue do not involve residents parking bays (and responses are unlikely to have been any different if repeated after a decision on emission based permits is made) it is agreed that those proposals are implemented.

4.0 Financial Implications

An allocation of £390,000 has made been available for the 2010 -11 financial year CPZ programme.

Expenditure to date on scheme consultations, implementing HW extension (Chadwick Road), carrying out changes in zone C CPZ is £120,000.

The estimated cost of current commitments, consulting those areas not consulted to date and re-consulting those areas where support for controlled parking has been identified (after a decision on emission based parking has been made), implementing controls in East Lane/Sudbury Avenue is £130,000.

A need to spend a further £80,000 to rationalise signage in the Kilburn & Mapesbury area CPZs to ensure it is wholly consistent with Traffic Orders and current regulations and has been identified.

The effect of the suspension, for a period, of part of the CPZ works programme in association with the proposed introduction of an emission based permits regime will lead to an estimated under-spend of £60,000. At this time the revenue budget of the Transportation Service area is under financial pressure as a result of a continued predicted shortfall in general parking income. Accordingly it is not considered appropriate to add additional schemes to the 2010/11 works programme at this time.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, 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 Head 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 statutory consultation process it is considered the schemes or any of them should go ahead then the Head of Transportation is authorised to implement the schemes. This means a further report will not be brought before the Committee prior to implementation of those schemes if there are no objections or only minor objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

- 6.1 There are no significant diversity implications associated with the proposals set out within this report.

All public consultation material includes an explanation of how more information about proposals can be obtained. This is available in several languages that are commonly spoken in the borough.

- 6.2 Decisions made following CPZ consultations take into account the diverse needs of the various communities and parts of communities within the borough.
- 6.3 CPZs and parking controls in general take into account the needs of people with disabilities through parking dispensations for blue/orange badge holders.

7.0 Staffing/Accommodation Implications

There are no significant staffing or accommodation implications arising from the issues set out in this report.

8.0 Environmental Implications

- 8.1 There are no significant environmental implications arising directly from this report.

Background Papers

Executive Committee 11th August 2010 - Emission based resident parking permit regime.

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