



Highways Committee
23rd March 2011

**Report from the Head of
Transportation**

For Decision

Wards Affected: ALL

**Controlled Parking Zones programmes 2010/11 and
2011/2012.**

1.0 **Summary**

1.1 This report informs the Committee of the outputs and expenditure on the 2010/11 Controlled Parking Zones (CPZ) programme and seeks approval of the proposed work programme for 2011/12.

2.0 **Recommendations**

2.1 That the Committee notes progress made, and expenditure against, the 2010/11 CPZ works programme.

2.2 That the Committee approves the proposed CPZ work programme for 2011/12.

2.3 That the Committee delegates authority to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial but otherwise to implement the schemes, with minor modifications if appropriate.

3.0 **Detailed Report**

3.1 The Committee will recall that, at the meeting on 19th October 2010, a summary report on progress on the 2010/11 CPZ work programme was presented.

At that time progress had been made on all 10 schemes within the programme. Completion of public consultation on 4 schemes had been completed.

At that time a decision on the possible implementation of an emissions based regime of resident parking charges, with a revised scale of charges, had not been made. Recognising that the cost of permits is an important factor for residents when responding to consultation on CPZs, the Committee agreed not to progress any of those schemes where consultation had been completed and to re-consult on those schemes at such time as a decision (on emission based permits) had been made.

Committee agreed that no further work should be undertaken on a scheme to possibly introduce controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue in recognition of an absence of support (as identified through the consultation) for the introduction of controls there.

The Committee also noted that work was progressing on other schemes within the programme that did not involve consultation.

A decision on the introduction of a vehicle emission-based regime, with a new range of charges, for residents parking permits was made on 11th February 2011 and further CPZ consultations have been able to proceed since that time.

3.2 Table 1 summarises the progress anticipated to have been made, and the expenditure, at 2010/11 year end (31st March 2011).

The table also indicates the expenditure that will be required to complete any schemes not completed in 2010/11 during 2011/12, if support for the introduction of controls is identified through consultation.

Scheme	Ward	Summary progress	Estimated expenditure to year end 2010/11 (£k)	Estimated expenditure required for completion (£k)
HY CPZ extension	Harlesden	Outline design complete. Further consultation (following moratorium) nearing completion	30	25
Possible introduction of controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area west of Preston Road	Preston	Outline design and initial consultation complete. No consultation undertaken since October 2010	30	25

Possible introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue	Northwick Park	Outline design and initial consultation complete. Decision made <u>not</u> to progress scheme.	15	-
Possible introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road	Alperton	Outline design and initial consultation documents complete.	10	25
Possible extension of ST CPZ to include District, Central and Saunderton Roads	Sudbury	Outline design and draft consultation documents completed	10	15
Introduction of pay and display controls in East Lane and Sudbury Avenue in the vicinity of North Wembley Station	Northwick Park / Sudbury	Complete	30	-
Possible introduction of controlled parking in the area south east of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton lane and Crundale Road	Fryent	Outline design and draft consultation documents completed	10	30
Possible extension of GA CPZ to include Anson Road and Tracey, Henson and Gardiner Avenues	Mapesbury	Outline design and draft consultation documents complete	15	30
Possible introduction of controlled parking in the area in the vicinity of Northwick Circle, including Draycott Avenue and The Ridgeway	Kenton	Outline design and draft consultation documents complete	10	30
Minor changes to				

CPZ's C, E and W to reflect changes and to ensure consistency between site conditions and Traffic Orders	Wembley Central and Tokyngton	Complete	60	-
Rationalisation and improvement of signage in the Kilburn and mapesbury areas of existing CPZ's	Mapesbury (primarily)	Complete	85	-
Changes to MW CPZ	Willesden Green, Mapesbury and Dollis Hill	Consultations complete – objections being considered	10	5
Miscellaneous CPZ related works	-	-	5	-
Totals (£K)			320	185

Table 1: Summary of progress and expenditure (to year end) on 2010/11 CPZ Programme.

- 3.3. The total budget for the 2010/2011 CPZ work programme is £390,000. Table 1 illustrates that the estimated spend will be £320,000. This represents an underspend of £70,000, which is an increase on the forecast in the October 2010 report to Committee. The increased variance is a result of slippage in the programme as a result of a longer than envisaged delay in the resumption of consultation following the decision on the introduction of the emission based resident parking permit regime of new charges and a pressure on staff resources. The underspend has contributed to necessary budget reductions in the 2010/11 Transportation Revenue budget to address the predicted shortfall in general parking income.
- 3.4 As part of the 2011/12 Council budget setting process, savings of £240k and £60k from the (Transportation Revenue budget) CPZ works programme were agreed for the 2011/12 and 2012/13 financial years respectively.
- 3.5 There is a continual need to implement changes to CPZ signage etc. to reflect changes in legislation and street layout changes at an estimated cost of £90k pa. This means that the revenue budget for consulting on new CPZs, or extending existing CPZ's, and subsequently implementing any proposals in 2011/12 will be £60k.
- 3.6 Table 1 illustrates that the cost of completing all works not completed in 2010/11 is estimated to be £185k. This clearly exceeds the budget available.
- 3.7 Officers have developed a proposed 2011/12 programme, identifying which schemes can be funded from other sources, and which schemes should be

given priority. Where no alternative sources of funding have been identified, priority has been given to progressing schemes (in 2011/12) that have been substantially progressed i.e. at least one round of public consultation has already taken place and/or there is evidence of significant parking pressure in the area associated with anticipated local support for the introduction of controls.

3.8 Table 2 outlines the proposed works programme for 2011/2012, estimated costs and the funding sources.

Committee will note it includes a scheme to consult on, and implement if appropriate, on the possible introduction of a CPZ in the vicinity of the Council's proposed new Civic Centre in Wembley. This is consistent with the planning consent (condition 20) and is to be funded from the development budget. Appendix A shows the possible extent of the CPZ (subject to the outcome of consultation).

Consideration has also been given to the inclusion of a review of the existing GM CPZ in the programme. This is consistent with the Committee's response to a petition agreed at the meeting on 9th February 2010. Taking into account the resources available, and the likely absence of a consensus as to what form any new times of operation might take, officers are not recommending the inclusion of a review of GM CPZ within the programme.

It is recommended that the Committee approve 2 schemes, shown in Table 3, as reserve schemes for implementation if an alternative source of funding (developer contribution or other) is identified.

Scheme	Ward	Estimated cost (£k)	Revenue funded Yes / No	Non-Revenue funding source
Completion of consultation, and implementation, if appropriate, of the extension of HY CPZ	Harlesden	25	Yes	-
Consultation and implementation, if appropriate, of possible controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area of Preston Road	Preston	25	No	Developer contribution
Consultation and implementation, if appropriate, of the extension of GA CPZ to include Anson Road, and Tracey, Henson and Gardiner Avenues	Mapesbury	30	Yes	-
Implementation, if appropriate following review	Willesden Green,	5	Yes	-

of statutory objections of changes to MW CPZ	Mapesbury and Dudden Hill			
Consultation on, and implementation if appropriate, of controlled parking in the vicinity of the proposed Brent Civic Centre, Wembley	Tokington and Preston	100	No	Civic Centre budget (planning obligation)
Consultation on, and implementation if appropriate, on the introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road.	Alperton	25	No	Developer (S106) contribution or TfL LIP) budget
Consultation on, and implementation if appropriate, on the introduction of controlled parking in the area south of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Road etc.)	Fryent	30	Yes	-
Adjustment of signage in existing CPZ's	All wards	90	Yes	-
Programme Total (£k)		330		
Total 2011/12 Revenue funded CPZ work (£k)		60		
Total other sources funded work (£k)		180		

Table 2: Proposed 2011/12 CPZ work programme

Scheme	Ward	Est. cost (£k)
Consultation on, and implementation if appropriate, on the possible extension of ST CPZ to include District, Central, Roundtree and Saunderton Roads	Sudbury	15
Consultation on, and implementation if appropriate, on the possible introduction of controlled parking in the area in the vicinity of Northwick Circle	Kenton	30
Totals (£k)		45

Table 3: Proposed Reserve schemes (for inclusion subject to identification of funding)

4.0 Financial Implications

- 4.1 The (Transportation) Revenue budget allocation for 2010/11 for the CPZ works programme is £390,000.

Expenditure within the 2010/11 financial year will be £320,000 (as shown in Table1) providing a saving of £70,000. This has been utilised to address revenue budgetary pressures in the Environment and Neighbourhood Services Budget – primarily as a result of shortfall in the Parking Revenue Account.

- 4.2 Consequent to confirmation of the Councils 2011/12 Revenue budget the available (Transportation) Revenue budget for implementation of new, extensions of existing and reviews of existing CPZ's is £60,000.

Table 2 illustrates the schemes proposed for inclusion in the 2010/11 CPZ works programme using Revenue funding and illustrates that there is adequate financial provision for that work. All other work identified in the programme will be funded from other (external) funding sources as identified in table 2.

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 CPZ 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, decisions on hours, additional or shared facilities are taken “in the round” and may not provide 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

There are no significant staffing or accommodation implications arising from the issues set out 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, Team Leader – Parking, 020 8937 5188
Tim Jackson, Head of Transportation – 020 8937 5151