



Highways Committee

6th December 2005

Report from the Director of Transportation

For Action

Wards Affected:
ALL

Report Title: Progress Report on Controlled Parking Zones Programme

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

1.0 Summary

- 1.1 This report informs Members on progress with the Controlled Parking Zones (CPZs) implementation programme, and on the outcome of consultations on CPZ proposals for the Hardinge Road area, Kensal Rise (Zone KH), and for Doyle Gardens (extension to Zone KL).
- 1.2 The report also informs Members on the receipt of a petition from residents of Alexander Avenue, Bryan Avenue, Chambers Lane, Dobree Avenue and Rowden Avenue (Willesden) requesting that they be consulted with regards to a CPZ for their area.

2.0 Recommendations

- 2.1 That Committee notes the progress reported by officers on the Controlled Parking Zones programme.
- 2.2 That Committee notes the outcome of the consultation carried out in Zone KH, detailed at Item 3.13, and agrees that the CPZ be progressed to statutory consultation and implementation.
- 2.3 That Committee notes the outcome of the consultation carried out in Doyle Gardens, detailed at Item 3.15, and agrees that the statutory consultation be progressed for the inclusion of Doyle Gardens in Zone KL CPZ.

2.4 That the petition from residents of Alexander Avenue, Bryan Avenue, Chambers Lane, Dobree Avenue and Rowden Avenue (Willesden) be noted and that the area shown at Appendix I be included in the Transportation Service Unit's programme of boroughwide CPZs for the 2006/07 financial year.

2.5 That Committee authorises the Director of Transportation to proceed with the statutory consultation in respect of Zone KH and Doyle Gardens, to consider any objections or representations and either to refer objections or comments back to the committee where he thinks appropriate or to implement the order if there are no objections or representations or he considers the objections or representations are groundless or insignificant.

3.0 Detail

2005/2006 Programme - Approved schemes

Zone SH (Sudbury Hill) extension – Appendix A

3.1 The implementation of CPZ measures in Maybank Avenue (Zone SH) was substantially complete at the time of writing this report. Subject to satisfactory progress the CPZ is scheduled to be operational on 28 November 2005.

Zones GH (Willesden) & GB (Dollis Hill) extension – Appendix B

3.2 The implementation of Zones GH and GB was underway at the time of writing this report. The scheduled operational date of both schemes is 12 December 2005.

Petition

3.3 A petition was received in November 2005 from residents of Alexander Avenue, Bryan Avenue, Chambers Lane, Dobree Avenue and Rowden Avenue (Willesden) via the MP for Brent East. The covering letter from the MP indicates that the petitioners object to the implementation of CPZ measures in Chambers Lane (as an extension to Zone GH) as this will displace parking into their streets. The wording of the petition suggests that residents now wish to be consulted on CPZ measures for their streets, and reads:

"I, the undersigned, wish the Council to consult me with regards to controlled parking zones in my area", and:

"I (name & address) would like the Council to consult me on the possibility of a controlled parking zone on my street".

- 3.4 With regard to the objection to the CPZ measures in Chambers Lane, Members will recall that a representation was made at the last meeting of this Committee by a resident of Chambers Lane. The resident referred to a petition he had collected from other residents objecting to their street being included in the CPZ. Officers informed Committee that the response to the consultation on proposals to include Chambers Lane in Zone GH had identified majority support for the proposal, hence its inclusion in the CPZ. Furthermore, no objections were received at the statutory consultation stage. Members noted the representation but resolved to proceed with the implementation of the CPZ in Chambers Lane. As reported above, implementation was underway at the time of writing this report.
- 3.5 The streets represented in the petition were consulted in June/July 2002 but the responses were against CPZ proposals for their area. Officers have also received requests from other nearby streets, such as Donnington Road, Robson Avenue and Doyle Gardens (west of All Soul's Avenue) for CPZ measures. The area shown at Appendix I ('Zone GS') is likely to be a high priority area for a CPZ in the near future and it is recommended therefore that residents and businesses in the area are consulted of CPZ proposals at the earliest opportunity, subject to the availability of funding.

Zones GA & GM (Cricklewood) extension – Appendix C

- 3.6 The October 2005 Committee considered the results of consultations carried out by the Transportation Service Unit with residents of Olive Road (Zone GM), Oman Avenue and Dicey Road (Zone GA) on CPZ measures for their streets. The responses from Olive Road and Dicey Road showed majority support and members therefore agreed to their inclusion in the respective CPZs. The statutory consultation and implementation of the CPZ measures will be progressed in the next financial year subject to the availability of funding.
- 3.7 The majority response from Oman Avenue was against the proposals and Committee accordingly agreed not to proceed with the CPZ measures in Oman Avenue. However concerns were raised at Committee through a ward Member regarding road safety near Cricklewood Library, at the junction of Oman Avenue and Olive Road, and parking difficulties reported by visitors to the Library. The Chair agreed to the introduction of 'at any time' waiting restrictions at this junction to improve road safety, and to the introduction of 'pay & display' parking bays near the Library. The waiting restrictions and parking bays will require the making of a Traffic Management Order and the statutory consultation in respect of this will be carried out in the next financial year subject to the availability of funding.

Zones GC (Willesden) & HW (Harlesden) extension – Appendix D

- 3.8 The statutory consultation in respect of the extensions to Zones GC and HW was under preparation at the time of writing this report, The Public Notices as part of the making of the Traffic Management Orders are scheduled to be advertised in January 2006 and subject to there being no objections to these implementation of the schemes will commence in February 2006.

Zone ST (Sudbury Town) – Appendix E

- 3.9 A review of the Zone ST (Sudbury Town) CPZ was carried out in March/April 2004 and the results reported to the April 2004 Highways Committee. The responses indicated support for the reduction of the operational times of the CPZ from 8 am – 6.30 pm, Monday to Saturday to 10 am – 3 pm, Monday to Friday. Committee agreed to the revised operational times and the amended Traffic Management Orders were subsequently advertised as part of the statutory consultation process.
- 3.10 A petition was received from residents of streets around Sudbury Town Station and the town centre, such as Station Approach, The Dell, The Chine and Elton Avenue objecting to the proposal to reduce the CPZ operational times and this was considered at the January 2005 Committee. Members agreed for officers to consult with residents of these streets on the option of a separate zone around the station and the town centre. This consultation was carried out in February/March 2005 which showed support for a separate zone and this was approved by members at the March 2005 meeting of this Committee. The statutory consultation in respect of this zone, Zone SA, was under way at the time of writing this report, and subject to there being no unresolved objections, Zone SA will become operational in March 2006. The amendments to the existing CPZ Zone ST for the revised operational times (10 am to 3 pm, Monday to Friday) will also be made in March 2006.

Zone H & HS (Harlesden) – Appendix F

- 3.11 The results of the Zone HS review consultation were reported to the March 2005 Committee. The outcome of the consultation identified support for the reduction in the operational times of the CPZ from 8 am – 6.30 pm, Monday to Saturday, to 10 am – 3 pm, Monday to Friday. Committee agreed to officers to proceed with the statutory consultation to amend the Traffic Management Orders in respect of the revised operational times, and to implement these subject to there being no unresolved objections.
- 3.12 A petition bearing in excess of 120 signatures was subsequently received in June/July 2005 from residents of Zone HS objecting to the proposal to reduce the CPZ operational times. The petition was considered at the July 2005 meeting of this Committee and members agreed to defer the statutory consultation pending the outcome of a further review of Zone HS to be carried out in January 2006. The amendments in respect of the inclusion of Charlton Road in Zone H and Caple Road in Zone HS are being progressed and are scheduled to be operational on 19 December 2005.

New CPZs

Zone KH – Appendix G

- 3.13 A public consultation on CPZ proposal for 'Zone KH' was carried out in October/November 2005. A copy of the consultation is attached at Appendix G. The consultation included an exhibition of the draft scheme proposals at Kensal Rise Library between 27 October 2005 and 1 November 2005, where

officers were in attendance to advise on the proposals. The responses to the consultation are tabulated at Appendix G and summarised below:

No. of questionnaires sent:	481
Nos. returned:	181
% response:	38%
In favour of CPZ:	120
Against:	57
Preferred operational times:	12 noon – 3 pm, Monday to Friday.

- 3.14 Members will note from the above the high response rate which reflects the extensive pre-consultation work undertaken by officers with residents' representatives to develop the scheme. The preferred operational times of the CPZ were included for consultation after approval by this Committee. In view of the majority support it is recommended that Committee approves the scheme for statutory consultation and implementation.

Zone KL – Doyle Gardens – Appendix H

- 3.15 Consultations for the inclusion of Doyle Gardens (between All Soul's Avenue and College Road) in the Zone KL CPZ were carried out in November 2005. A copy of the consultation is attached at Appendix H and the responses are summarised below:

No. of questionnaires sent:	76
Nos. received:	32
% response	42%
In favour of CPZ:	24
Against:	7

In view of the majority support it is recommended that Committee approves the inclusion of Doyle Gardens (between All Soul's Avenue and College Road) in the Zone KL CPZ.

4.0 Financial Implications

- 4.1 An allocation of £299,000 from surpluses in the Parking Account has been made available to the Transportation Service Unit for new CPZs and reviews of existing CPZs in the current financial year. The amounts provisionally allocated to individual schemes are summarised below:

Scheme	Proposed Implementation	Budget 2005-06	Approx. Spend (17/11/05)
Zone GB Extension	December 2005	£ 50,000	£2,600
Zone GC Extension	Jan/Feb 2006	£ 45,000	£4,000
Zone HW Extension	February 2006	£ 60,000	£3,500

Zone GH Extension	December 2005	£ 40,000	£900
Zone SH Extension	November 2005	£ 10,000	£2,500
Scarle Road CPZ amendment	20 th June 2005	£ 2,000	£2,000
Caple Road CPZ amendment	January 2006	£ 2,000	£200
Zone HS review	February 2006	£ 10,000	£3,200
Zone SA (from ST)	March 2006	£ 20,000	£400
Proposed KH CPZ*	March 2006	£ 60,000	£8,500
	Total	£ 299,000	£27,800

* Implementation costs for Doyle Gardens will be met from the budget allocation for Zone KH.

4.2 The spends indicated above are staff costs for scheme development and consultation up to the time of writing this report, with the exception of the Scarle Road scheme which has been fully implemented. The estimated costs for Traffic Management Orders, signage and lining will be met from the balance in the allocations for the individual schemes. As indicated at Items 3.11 and 3.12 a further review of Zone HS will be carried out in January 2006 which will be funded from the surplus in the allocation for the zone review.

4.3 Should the surplus on the parking account not meet the levels budgeted for, there may be a need to delay implementation of some of the schemes to find funding from elsewhere in the Transportation or Environment & Culture Service Area Budgets.

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 appropriate prior to him implementing the various schemes following that statutory consultation

process. This means a further report will not be brought before this committee prior to implementation if there are no objections.

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 (if appropriate)

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)

Zone KH & Doyle Gardens consultations

Any person wishing to inspect the above papers should contact Satnam Sahota, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5141

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