



Highways Committee 25th January 2006

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 on progress with the Controlled Parking Zones (CPZs) implementation programme in Brent since the report to the last meeting in December 2005.

2.0 Recommendations

- 2.1 That Committee notes the progress reported and agrees to officers to proceed with the programme of implementation of CPZs.
- 2.2 That Committee authorises the Director of Transportation to consider objections and representations to the statutory consultation mentioned in the Detail part of this report and that he report back to members if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes

3.0 Detail

2005/2006 Programme - Approved schemes

Zone SH (Sudbury Hill) extension – Appendix A

- 3.1 The implementation of the CPZ in Maybank Avenue (Zone SH) was completed on schedule and within budget. The scheme came into operation on 28th November 2005.

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

- 3.2 The extensions to Zones GH and GB were also completed on time and within budget. Both schemes became operational on 12th December 2005. Early indications are that the schemes are working well, but reports of parking displacement have been received from residents on the peripheries of the CPZs. It is likely therefore that there will be demands for further extensions of these CPZs early in the next financial year.

Zone GC (Willesden) extension – Appendix C

- 3.3 The Public Notice, as part of the statutory process for the making of the Traffic Management Order for the above zone was successfully concluded. The scheme implementation is scheduled to commence on 23rd January 2006 and subject to satisfactory progress and favourable weather conditions the CPZ is expected to be operational by the end of February/early March 2006.

Zone HW (Harlesden) extension – Appendix C

- 3.4 The statutory consultation in respect of HW extension was underway at the time of writing this report. The implementation of the scheme is expected to commence on 20 February 2006 subject to there being no unresolved objections to the statutory consultation.

Zone ST (Sudbury Town) – Appendix D

- 3.5 A review of the Zone ST (Sudbury Town) CPZ, carried out in March/April 2004 identified 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. A petition was subsequently received from residents of streets close to the station, as well as the 'town centre', asking for the original operational times to be retained. The March 2005 this Committee considered the petition, and agreed to a separate zone, Zone SA, with the original operational times.
- 3.6 A petition was received from residents of Chestnut Avenue, Chestnut Court, Chestnut Grove and Perkin Close in November 2005, objecting to the proposed changes to the operational times of the CPZ in their streets. The petition was reported to the 6 December 2005 meeting of this Committee and Members agreed to include these streets in Zone SA. This will require an amendment to the Traffic Management Order (TMO) which will be carried out early in the next financial year, subject to the availability of funding.

Zone KH – Appendix E

- 3.7 The Zone KH CPZ was approved for statutory consultation at the December 2005 meeting of the Committee. The initial process for the drafting of the Traffic Management Order for the scheme was underway at the time of writing this report. It is anticipated that the scheme implementation will commence in late March 2006.

Zone KL extension – Doyle Gardens – Appendix E

- 3.8 The December Committee considered the favourable outcome of informal consultation in the section of Doyle Gardens between All Souls Avenue and College Road, and agreed that it be included in zone KL.
- 3.9 The scheme is currently in the process of being progressed to statutory consultation and is programmed to be implemented in the current financial year, subject to satisfactory statutory consultation

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 (10/01/06)
Zone GB Extension	December 2005	£ 50,000	£39,000
Zone GC Extension	Jan/Feb 2006	£ 45,000	£43,000
Zone HW Extension	February 2006	£ 60,000	£57,000
Zone GH Extension	December 2005	£ 40,000	£36,000
Zone SH Extension	November 2005	£ 10,000	£10,000
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	£199,300

* 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, consultation and implementation 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.
- 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 that they are minor or vexatious and implements 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 or only minor or vexatious objections which the Director considers should be overruled.

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)

Contact Officers

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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