



Highways Committee 10th July 2007

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-07/08-005**

1.0 Summary

- 1.1 This report informs Members on progress with;
- 1.2 The Controlled Parking Zones (CPZs) implementation programme in Brent since last reported in May 2007.
- 1.3 The petition from residents of Holland Road, requesting the change of the CPZ operational times and the double yellow lines at the corners to be reduced as detailed in paragraph 3.4
- 1.4 The petition from residents of Belmont Avenue, Lemond Road, Mount Pleasant and other streets opposing the proposed MP CPZ zone as detailed in paragraph 3.9

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation with residents of St Mary's Road as detailed in paragraphs 3.2 to 3.3 and approves the inclusion of St Mary's Road in HW zone, subject to satisfactory statutory consultation.
- 2.2 That Committee notes the outcome of the consultation with residents of proposed WG zone (Greenhill area), as detailed in paragraphs 3.5 to 3.6 and agrees for officers not to proceed with the CPZ proposals for these streets.
- 2.3 That Committee agrees that the consultation carried out with residents for the proposed HY zone (Church Road area) and MP zone (Mount Pleasant Road

area) be presented at Committee, and where support is identified for these areas be included in the respective CPZs as detailed in paragraph 3.7, subject to statutory consultation.

- 2.4 That Committee notes the outcome of Zone KR review consultation, as detailed in paragraph 3.12 to 3.16 and agrees the extension of operational times for Napier and Victor Road only, subject to statutory consultation.
- 2.5 That Committee authorises the Director of Transportation to consider objections and representations to the statutory consultation mentioned within the Detail section 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 Detailed Programme

2006/2007 Programme - Update

- 3.1 NS extension and GB extension schemes came into operation on 29th May 2007. Also HW extension became operational on 11th June 2007.

HW extension (St Mary's Road) – Appendix A

- 3.2 Consultation with residents of St Mary's Road was carried out in May / June 2007. The informal consultation asked residents if they wish to be included in Zone HW. A copy of the consultation leaflet is shown on Appendix A and the results are summarised below:

Number of questionnaires sent:	138
Number of questionnaires returned:	38
Percentage response:	28 %

Against:	7
In favour:	31

- 3.3 In view of the majority support it is recommended that St Mary's Road be included in HW zone (8.00 am - 6.30pm Mon - Sat) subject to satisfactory statutory consultation.
- 3.4 A petition was received from the residents of Holland Road in May 2007 requesting the change in operational times of the CPZ to be 10am- 4pm. The petition also requested that the double yellow lines along Holland Road with all their respective junctions to be reduced. In view of the petition officers have been able to meet with the residents concerned and assessed the proposed double yellow lines in Holland Road at junctions and agreed to reduce the length of these restrictions. With regards to the change in operational times of the CPZ in Holland Road it is recommended that the committee agrees to consult on this option as part of the review 12 months after the scheme is operational.

Proposed Greenhill area CPZ (WG) – Appendix B

- 3.5 At the January 2007 Highways Committee meeting Members agreed for officers to consult residents within the Greenhill area (WG Zone) on CPZ proposals. The informal consultation was carried out in May / June 2007. A copy of the consultation leaflet and a copy of the consultation result are appended to this report (Appendix B). The results of the consultation are summarised below:

Number of questionnaires sent:	481
Number of questionnaires returned:	150
Percentage response:	31%

Against CPZ proposals:	111
In favour of CPZ proposals:	39

- 3.6 Since the majority of the responses were against the CPZ proposals, it is being recommended that the CPZ proposals for the WG zone(Greenhill area) is withdrawn.

Proposed Church Road area (HY) – Appendix C

- 3.7 At the January 2007 Highways Committee meeting Members agreed for officers to consult with residents within the HY zone (Church Road area) on CPZ proposals for the area. The informal consultation is in progress and will finish on 29th June 2007. A copy of the consultation leaflet is appended to this report (Appendix C). The results of the consultation with officer's recommendations will be presented as a supplementary report to this Highways Committee meeting.

Proposed Mount Pleasant Road area CPZ (MP) – Appendix D

- 3.8 Consultation with residents of Mount Pleasant area is in progress at the moment and will finish on 27th June 2007. A copy of the consultation leaflet is appended to this report (Appendix D). The results of the consultation with officer's recommendations will be presented to this Highways Committee meeting.
- 3.9 A petition received in excess of 300 signatures from the residents of Belmont Avenue on the proposed MP CPZ Zone. The petition states that; *"we, the undersigned, do not require any change to our existing parking arrangements in Belmont Avenue. Please leave the parking as it is and in no way do we want to make payment.* However, the lead petitioner suggested that double yellow lines are required at key junctions such as Mount Pleasant and Woodstock Road, junction between Woodstock Road and Stanley Park Drive, Woodstock Road and Belmont Avenue and others. In view of these requests it is recommended that the Committee agrees for officers to implement these restrictions subject to satisfactory statutory consultation.

Zone KH review – Appendix E

- 3.10 The review of Zone KH was carried out in May/June 2007. A copy of the consultation documents and a table of the results are attached at appendix E. Overall results are summarised below:

Number of questionnaires sent:	319
Number of questionnaires returned:	91
Percentage response:	29%

- 3.11 Majority of respondents were very satisfied with their CPZ and with days and hours of operation currently Monday to Friday, 12 pm to 3 pm. They indicated that there are enough resident and shared parking spaces. The analysis also identified that it is fairly easy for their visitors to park and there is satisfaction with the current level of parking enforcement.

Zone KR review – Appendix F

- 3.12 The review of Zone KR was carried out in January/February 2007. A copy of the consultation and a table of the results are attached on Appendix F. Overall responses are summarised below:

Number of questionnaires sent:	2681
Number of questionnaires returned:	460
Percentage response:	17%

- 3.13 The overall results show that majority of residents were fairly satisfied with the CPZ and its operational times of Monday to Friday, 8.30am to 6.30pm including Bank Holidays. The overall results also indicated that residents wanted to keep the same hours and days of operation.
- 3.14 The street by street analysis shows that respondents from Victor Road and Napier Road want the operational hours to be extended to 9 pm. They also want the restriction days to include Saturdays and Sundays. Members are reminded that residents of Victor Road and Napier Road submitted a petition to the 30th May 2007 Highways Committee meeting requesting the operational period of the zone to be extended. This is because their streets attract late evening and weekend parking associated with the church located at the junction of Victor with Harrow Road.
- 3.15 The current operational period of Zone KR is 8.30am to 6.30pm, Monday to Friday. The implications of extending the operational hours to 9pm and over the weekend on Napier Road and Victor Road is that there will be two different sets of operational times within the same Zone. Whilst this can be accommodated within the provisions of the Traffic Management Order, Members should be mindful that CPZs are designed such that any confusion in terms of operational times amongst motorists driving within Zones is minimised: otherwise there is the potential for appeals against parking enforcement being upheld by the Parking Adjudicator.

3.16 Members are reminded that Napier Road and Victor Road are sufficiently detached from the rest of the KR Zone such that if their operational times were going to be extended, the potential for any confusion over the operational period would be minimal. It is therefore recommended that the Committee approves operational hours for Victor Road and Napier Road to be extended to 9m and include Saturday and Sunday.

4. Financial Implications

2007/08 Schemes

4.1 An allocation of £414,000 was made available for new CPZs and CPZ reviews for the 2007/08 financial year. The amounts allocated to individual schemes are tabulated below:

New CPZ schemes	
Zone Yiewfield	55,000
Zone Greenhill	30,000
Zone GB Extension	25,000
Zone Manor Close area	5,000
Zone ST extension	9,000
Zone SH extension	9,000
Zone GD extension	15,000
Staverton Rd	8,000
Zone E extension (Mount Pleasant)	8,000
Total Allocation	164,000
CPZ Reviews	
Zone KH - Kensal Rise	7,000
Zone SH	7,000
Zone KD	7,000
Zone KQ	7,000
Zone KR	7,000
Zone G	7,000
Zone KG	7,000
Zone GA	7,000
Total Allocation	56,000

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 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 consultation takes 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. However, the decision on hours, additional or shared facilities depends on the majority of the responses and may not allow for any parking for visitors to such establishments.
- 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

- 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,
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Contact Officers

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