



Highways Committee 22nd January 2008

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 of the Committee on the progress of the Controlled Parking Zones (CPZs) implementation programme in Brent, since it was last reported in July 2007.
- 1.2 The report also informs Members on the receipt of a petition from residents of Swinderby Road objecting to the proposed amendment, as detailed in paragraph 3.1 to 3.4.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation with residents regarding proposals for an extension of the GD CPZ, as detailed in paragraphs 3.5 to 3.6 and agrees for officers not to proceed with the CPZ proposals for this area.
- 2.2 That Committee notes the outcome of the consultation with residents regarding proposals for an extension of the GB CPZ, as detailed in paragraphs 3.7 to 3.9 and agrees for officers to proceed with the CPZ proposals for this area subject to statutory consultations.
- 2.3 That Committee notes the outcome of the re-consultation with residents of Yewfield Road and Church Road, as detailed in paragraphs 3.10 to 3.11 and agrees for these two streets to be included in the approved HY CPZ.

- 2.4 That Committee notes the outcome of the consultation with residents of Haycroft Gardens, as detailed in paragraphs 3.12 to 3.13 and agrees for officers not to proceed with the CPZ proposals.
- 2.5 That Committee authorises the Director of Transportation to consider objections and representations during the statutory consultation mentioned within the detail section of this report and that the Director of Transportation report back to members, if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Detail

CPZ petitions

- 3.1 The Council received a petition in August 07 from residents of Swinderby Road objecting to a proposed change that would relocate the southern part of Swinderby Road from Zone E to Zone C. The petition complies with the Council's Standing Orders (Committee Services have verified that there are the minimum 50 signatures required) and reads:

"We the undersigned residents of Swinderby Road strongly object to the change of residential parking from Zone E to Zone C (Amendments order 200) on Swinderby Road, which will affect our neighbourhood and worsen the parking situation."

"Zone E on Swinderby Road has worked very well since the introduction of residential parking restrictions. We therefore see no reasons or benefits to any changes"

- 3.2 Previously in 2006 a petition was received from residents of the southern part of Swinderby Road (between Nos. 46-132 & 47-133) currently within the Zone E (Ealing Road CPZ) requesting that this part of the road be included within the Zone C (Wembley Central CPZ). This was primarily due to the shorter operating period that applies to Zone C. As a result a review of the CPZ in the southern part of Swinderby Road (between Nos. 46-132 & 47-133) was conducted in January 2007.
- 3.3 The results of the consultation showed that 85% of the 42% of residents who responded were in favour of the amendments. In view of the majority support the March 2007 Committee approved that the southern part of Swinderby Road (between Nos. 46-132 and 47-133) be removed from Zone E (Ealing Road CPZ) and be included in Zone C (Wembley Central CPZ) subject to statutory consultation.
- 3.4 In view of the objections received, it is recommended that Committee either:
- (a) overrule the objections and approve the amendments to the scheme for implementation or
 - (b) not to proceed with the scheme amendments.

Public Consultations

Proposed GD extension – Appendix A

- 3.5 In September 2007, a consultation to extend the existing zone GD to Chantry Crescent and Chapel Close was conducted. The informal consultation asked residents if they wish to be included within the existing GD CPZ. A copy of the consultation leaflet is shown in Appendix A and the results are summarised below:

Number of questionnaires sent:	55
Number of questionnaires returned:	13
Percentage response:	24 %

Against:	9
In favour:	4

- 3.6 In view of the majority against the proposal it is recommended that the CPZ proposals for Chantry Crescent and Chapel Close be withdrawn.

Proposed GB extension – Appendix B

- 3.7 As part of the CPZ programme of works for 2006-07, the Highways Committee agreed for officers to consult residents of Fleetwood Road (part), Geary Road (part), Griffin Close, Helena Road and Park Avenue North, regarding proposals to extend the adjacent GB CPZ. Prior to consultation the Council received a petition with fewer than 50 signatures requesting the GB CPZ to be extended into Fleetwood Road. The informal consultation was carried out in September and October 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:	409
Number of questionnaires returned:	119
Percentage response:	29%

Against CPZ proposals:	42
In favour of CPZ proposals:	72

- 3.8 Results showed that on two of the roads consulted, the majority of respondents were against the proposed CPZ extension. These being Griffin Close (11 for and 14 against) and Geary Road (11 for and 12 against).

3.9 In view of the majority support in the area as a whole it is recommended that Fleetwood Road (part), Geary Road (part), Helena Road and Park Avenue North are to be included to form part of the extension to the GB CPZ and the proposal made subject to statutory consultation. It is proposed to include all of Geary Road within the extended area, despite the narrow majority against the proposal because of the high likelihood of displaced parking problems along the road and the confusion that would also result in the GB CPZ no longer forming a continuous area.

HY re-consultation (Church Road and Yewfield Road) – Appendix C

3.10 During the July 2007 Highways Committee meeting Members agreed for officers to re-consult with residents and businesses of Church Road and Yewfield Road within the proposed HY zone (Church Road area) regarding CPZ proposals for the area. The re-consultation was carried out in September / October 2007. A copy of the consultation leaflet is appended to this report (Appendix C). The results of the re-consultation are summarised below.

Road	In favour	Against
Church Road	11	3
Yewfield Road	12	1

3.11 In view of the majority support it is recommended that both Church Road and Yewfield Road be included within in the approved HY CPZ and that the scheme be progressed to statutory consultation.

Proposed HW consultation (Haycroft Gardens) – Appendix D

3.12 Residents of Haycroft Gardens were re-consulted regarding proposals to be included within the existing HW CPZ in September 2007. A copy of the consultation leaflet is appended to this report (Appendix D). The results of the consultation is summarised below.

Number of questionnaires sent:	56
Number of questionnaires returned:	29
Percentage response:	52%
Against CPZ proposals:	18
In favour of CPZ proposals:	11

3.13 In view of the majority against the proposal it is recommended that the CPZ proposals for Haycroft Gardens be withdrawn.

4.0 Financial Implications

2007/08 Schemes

4.1 An allocation of £414,000 was made available for this year's CPZ programme of work. Of this allocation £194,000 was allocated for the implementation of CPZ schemes brought forward from the previous financial year 2006-07. This has been spent now. While the result of the allocation amounting to £220,000

was made available for new CPZs and CPZ reviews. The amounts allocated to individual schemes have been updated and tabulated below:

New CPZ schemes	
Zone Yewfield	55,000
Zone Greenhill	10,000
Zone GB Extension	34,000
Zone ST extension	9,000
Zone SH extension	9,000
Zone GD extension	16,000
Staverton Rd	5,000
Zone E extension (Mount Pleasant)	8,000
Zone PN	18,000
Total Allocation	164,000
CPZ Reviews	
Zone KH - Kensal Rise	5,000
Zone SH	7,000
Zone KD	7,000
Zone KQ	7,000
Zone KR	5,000
Zone G	7,000
Zone KG	7,000
Zone GA	11,000
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 include an explanation of how more information about proposals can be obtained. This is written and available in several languages that are commonly spoken in the borough.
- 6.2 CPZs 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, the decision on hours, additional or shared facilities depends on the majority view of responses and may not allow for 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

- 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, Middlesex HA9 6BZ, Telephone: 020 8937 5124

Contact Officers

Richard Saunders, Director of Environment & Culture