



Highways Committee 21st July 2009

Report from the Head of Transportation

For Action

Wards Affected:
ALL

Progress Report on Controlled Parking Zones Programme

Forward Plan Ref: **E&C-09/10 - 09**

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 March 2009, and addresses the following 3 petitions:
- 1.2 Petition received from residents of zone HW CPZ, opposed to the decision made by the November 2008 Committee to reduce the HW CPZ operational times.
- 1.3 Petition received from residents of Northwick Park Ward requesting the Council to introduce parking restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road.
- 1.4 Petition received from residents of Harlesden Town Centre (H Zone) requesting review of the H zone, allowing H permit holders to park in HW and HS zones, enforcement issues including double parking and repainting of the lines for the parking bays.

2.0 Recommendations

- 2.1 That the Committee considers the outcome of the consultation with businesses and residents of Bridge Road to introduce a shared use parking scheme as detailed in supplementary papers to be presented at Committee.
- 2.2 That the Committee considers the outcome of the zone G CPZ review consultation detailed in supplementary papers to be reported at Committee.

- 2.3 That the Committee notes the 3 petitions received and that organisers be informed of the Committee decisions.
- 2.4 That the Committee authorises the Head of Transportation to consider objections and representations during the statutory consultation mentioned within the detailed section of this report and agrees that the Head of Transportation should report back to members if there are substantial objections or concerns raised and implement the schemes in the absence of substantial objections or concerns.

3.0 Details

Petitions

HW CPZ review

- 3.1 Committee will recall that the HW CPZ in Harlesden and Kensal Green wards was implemented in several phases between March 2004 and January 2008 following successful consultations with the local community. In September / October 2008, the Transportation Unit carried out a review consultation of the HW CPZ to find out how local residents felt the scheme was operating and how the scheme could be improved. The results of the review consultation identified a reduction in the operational times from Monday to Saturday, 8am-6.30pm to Monday to Friday, 8am-6.30pm would be beneficial. The November 2008 Committee noted the results of the consultation and agreed that officers should proceed with the reduction of the operational times, subject to statutory consultation.
- 3.2 On the 23rd March 2009 a petition with approximately 250 signatures opposing to the above decision was received from Rucklidge Avenue Residents Association and signed by residents from other streets of the zone HW CPZ.
- 3.3 The petition states that *“We the undersigned residents of Brent London are strongly opposed to the proposed changes in CPZ Hours in HW zone. We urge the Council to reconsider this and retain the existing hours of Monday to Saturday.”* In the letter the main petitioner mentioned *“We urge Brent Council to reconsider their decision on this matter, and re-consult residents in the zone.”*
- 3.4 Officers have also attended various meetings with the local ward members as well as an evening public meeting arranged by Rucklidge Avenue Residents Association.
- 3.5 Having noted the strong objection to the reduction of the operational days of the zone, it is recommended that:

Committee agreed to the retention of the existing operational times of Monday to Saturday, 8am to 6.30pm as requested by the petition.

Northwick Park Ward petition

- 3.6 A petition with approximately 80 signatures was received from residents of Northwick Park concerning parking conditions on Pebworth Road, Amery Road, Carlton Avenue West and Norval Road. The number of signatures on the petition meets the requirements of the Council's standing orders.
- 3.7 The petition states that "*We the residents of Northwick Park ward petition Brent Council to introduce limited parking restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road to prevent commuters from blocking access.*"
- 3.8 Currently there are no surpluses in the Parking Account to fund new proposals but in the interim period it is suggested that officers meet the petition organiser and other representatives from the area to identify issues to be investigated. If funding is approved a proposal for the area can be progressed early in the financial year 2010-11.

Harlesden Town Centre petition

- 3.9 A petition was received from residents and businesses of Harlesden Town Centre (zone H).
- 3.10 The petition of states that "*We want Brent Council to take action to resolve the traffic problems in Harlesden Town Centre. We want the Council ;*
- *Review zone H and in the meantime*
 - *Allow zone H permit holders to park in zones HS and HW*
 - *Enforce parking with no permit in Craven Park Road and the High Street*
 - *Enforce double parking*
 - *Repaint the lines for parking bays*
- 3.11 The outcome of the investigation to the above issues will be addressed in the supplementary report presented to the Committee.

Public Consultations

Bridge Road shared use parking scheme

- 3.12 Informal consultation with businesses and residents of Bridge Road to introduce shared use parking bays outside the shops is in progress. A copy of the consultation leaflet and details of the outcome of the consultation will be presented in the supplementary report to the Committee.

Zone G CPZ Review – Appendix B

- 3.13 The review of Zone G CPZ is in progress. A copy of the consultation leaflet and details of the outcome of the consultation will be presented in the supplementary report to the Committee.

Programme of work 2009 / 10

- 3.14 An allocation of £390,000 has been made available for new CPZs and CPZ reviews for the 2009/10 financial year. The following table represents the current, provisional and aspirational cpz, work programme. The exact details of schemes to be completed will vary and will be dependent on the outcomes of consultation and more detailed costings.

CPZ Programme of work 2009/10	Funding (£)
Carried over schemes to be implemented within 09/10	
Zone GS extension (Hersant Cl, Alexander Ave, Uffington Rd)	30,000
KS extension (Staverton Rd)	10,000
HW extension (Haycroft Gdns, Longstone Ave)	15,000
Zone GA post review changes	10,000
New proposed CPZ schemes	
Ealing Road extension (Kathleen Ave, Victor Gr, Dorothy Ave, Hillfield Ave (part), Valley Gdns, Lyon Park Ave, Highmead Cres)	30,000
Zone SH extension	10,000
All Souls Avenue (Chamberlayne Rd to Hardinge Rd)	10,000
Dorchester Way area	30,000
Zone HY extension	45,000
Zone NT extension	30,000
P&D bays in Harrow Rd (Westside) north of NCR	25,000
Bridge Road- Pay and Display Parking	30,000
Preston Road- Pay and Display Parking	60,000
CPZ Reviews to be undertaken in 2009/10	
Zone KD review (consult with Zones K, KB, KC and KM to assess the possibility of combining the 5 zones into one).	15,000
Zone G (Willesden High Road)	10,000
Zone MW	10,000
Zone GM	10,000
Zone GS	10,000
Total allocation	£ 390,000

4.0 Financial Implications

- 4.1 The estimated cost to implement the pay and display parking in Bridge Road is approximately £30,000.00 against the potential income generated of approximately £40,000.00 per year i.e. a net income of £10,000.00 in the first year. The maintenance cost of Pay and Display machines is estimated at £1,000.00 per year. The scheme is included as part of the 2009/10 programmes of CPZ works.

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

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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 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 this committee prior to implementation if there are no objections or only minor or vexatious objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

6.1 All public consultation material includes 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

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