



Highways Committee
19th January 2010

**Report from the Head of
Transportation**

For Action

Wards Affected:
ALL

Report on (i) progress on the 2009/10 Controlled Parking Zones programme and (ii) the proposed 2010/11 programme.

Forward Plan Ref: **E&C-09/10-27**

1.0 Summary

- 1.1 This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since it was last reported in November 2009.
- 1.2 The report also addresses a petition received from the traders of East Lane (near North Wembley station) requesting the introduction of short term pay and display bays outside their premises.
- 1.3 The report outlines a proposed programme of CPZ work for 2010/11 and seeks approval to progress that programme.

2.0 Summary of recommendations

- 2.1 That Committee notes the petition received from businesses on East Lane and agrees that organisers be informed of the Committee's decision to include a scheme to address the petitioners concerns in the 2010/11 work programme, subject to recommendation 2.4,
- 2.2 That the Committee notes decisions taken by the Head of Transportation in respect to the review of CPZ MW (as set out at 3.11) and CPZ HW extension (as set out at 3.17),
- 2.3 That Committee notes the consultation to be carried out with residents of the HY CPZ extension area as outlined at 3.19-3.21, and agrees to delegate authority to the Head of Transportation to consider the results of the consultation and make a decision on the implementation of the scheme.

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2.4 That Committee considers the proposed CPZ programme for the 2010/11 financial year as set out in the table at 3.22 to 3.24 and, subject to confirmation of the budget through the Council's 2010/11 budget setting process, approves implementation of that programme.

2.5 That Committee authorises the Head of Transportation to consider objections and representations during the statutory consultation on Traffic Orders relating to schemes mentioned within this report and that the Head of Transportation report back to members, if there are significant and substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Details

Petitions

East Lane, North Wembley Middlesex HA0 3NG

3.1 A petition has been received from traders on East Lane (the parade of shops adjacent to North Wembley station). The petition has been verified by Democratic Services and been confirmed to have more than the fifty signatures required.

3.2 The petition was organised by a local business and states;

"We the Traders of East Lane request your support in our petition for more parking availability along our parade of shops."

3.3 Upon receiving the petition, officers from Transportation visited the site to investigate the issues raised and meet with the main petitioner. At the meeting the main petitioner requested the Council to introduce short term pay & display parking outside the parade of shops in order to allow their customers to park for short periods.

3.4 The area of concern lies to the north of North Wembley train station as shown at Appendix F. The traders affected are the parade of shops at 191- 215 East Lane and 96-102 Sudbury Avenue. At the moment, there are existing yellow line restrictions, a bus stop and Wembley Protected Parking Scheme parking bays outside these shops.

3.5 Officers are of the view that the existing free parking spaces outside Nos. 209-213 East Lane could be converted to pay and display bays. This would encourage a more frequent turnover of kerbside parking space at this location, thus increasing the space available for customers of the shops there. They are also of the view that extra pay and display spaces can also be created outside the shops at 96-102 Sudbury Avenue.

3.6 The 2009/10 CPZ work plan is fully committed and it is therefore recommended that this proposal be included in the 2010-2011 CPZ programme described at 3.22-3.24 of this report, and implemented subject to local and statutory consultation.

- 3.7 The Committee are recommended to agree that the proposal is included within the 2010/11 CPZ work programme, and implemented subject to local and statutory consultation and that the petitioners are informed accordingly.

Detail

MW Review – information item

- 3.8 The Committee will recall that at their November 2009 meeting they delegated authority to the Head of Transportation to consider the results of consultation and make appropriate decisions in relation to a review of the MW CPZ in order that any necessary changes could be made during the 2009/10 financial year.
- 3.9 Public consultation on the review of CPZ MW was completed at the end of November 2009.
- 3.10 The Head of Transportation considered a report on the results of that consultation on 8th January 2010. That report considered changing the days and times of operation of the zone, modifying the zone boundary and making minor changes to controls.
- 3.11 There was a relatively low (19.7%) response rate to the consultation. The responses indicated significant support for reducing the days of operation of the CPZ from Monday to Saturday to Monday to Friday but no clear consensus around changing the times of operation of the CPZ. The responses indicated support (within those roads where residents were consulted on changes) for maintaining the boundaries of the CPZ as they currently are.

Having considered the results of the consultation and parking patterns and arrangements within and adjacent to the CPZ the Head of Transportation agreed to the advertising of Traffic Orders so as to:

1. change the days operation (only) of Zone MW from Monday to Saturday,(8.30 am to 6.30pm) to Monday to Friday,
2. make of minor changes to existing parking controls so as to improve parking capacity

and to the subsequent implementation of those changes subject to the consideration of any representations received.

- 3.12 The Committee is recommended to note the decisions made by the Head of Transportation in relation to MW CPZ.

Zone HW extension (Chadwick Road) - information item

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- 3.13 The Committee will recall that at their November 2009 meeting they delegated authority to the Head of Transportation to consider the results of consultation and make appropriate decisions in relation to a possible extension of the HW CPZ to include Chadwick Road, in order that any necessary changes could be progressed in the 2009/10 year .
- 3.14 Public consultation into the proposal was concluded at the end of November 2009.
- 3.15 The Head of Transportation considered a report on the results of that consultation on 6th January 2010.
- 3.16 There was a relatively low response rate (19.9%) to the consultation but a clear consensus of support amongst respondents for the extension of HW CPZ to include Chadwick Road.
- 3.17 Having considered the results of the consultation and parking patterns in the vicinity of Chadwick Road the Head of Transportation agreed to the advertising of Traffic Orders so as to include Chadwick Road with CPZ HW and to the subsequent implementation of those changes subject to the consideration of any representations received.
- 3.18 The Committee is recommended to note the decision made by the Head of Transportation in relation to the extension of HW CPZ.

Proposed HY extension – Appendix A

- 3.19 Public consultation to extend the Zone HY CPZ to the remaining streets of the originally proposed extended zone will be carried out from mid January to mid February 2010. The area of the consultation is shown at Appendix A.
- 3.20 The outcome of the consultation will not be available until early March 2010 which will preclude any decisions being made by the Committee in time to progress the advertising of any Traffic Orders (and the associated expenditure) within the 2009/10 year. Preliminary indications are that parking conditions in certain roads are causing significant concern and that there is support to progress changes as soon as possible.
- 3.21 It is therefore recommended that, the Head of Transportation be delegated the authority to consider the results of the consultation and decide the implementation of the scheme such that any decisions can be progressed in the 2009/10 year.

Programme of work 2010 / 11 – Appendices B to I

- 3.22 Subject to confirmation as part of the 2010/11 budget setting process, it is anticipated that a budget of £390,000 will be available for new CPZs and CPZ reviews for the 2010/11 financial year.

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- 3.23 In response to concerns raised by residents, businesses and ward members in relation to parking problems, particularly in relation to parking associated with “attractors” such as stations, shopping areas and hospitals and displacement at the peripheries of existing CPZ’s, officers have identified a programme of CPZ work for 2010/11. The programme is set out in the Table below.
- 3.24 The Committee is recommended to consider the proposed 2010/11 work programme set out in the Table below and to approve implementation of that programme, subject to confirmation of the necessary budget through the Council’s 2010/11 budget setting process

Programme of work 2010 / 11	Ward	Est'd cost (£k)
Schemes from 09/10 Zone HW & HY extension, MW changes,	Harlesden	40
New CPZ schemes (Proposals)		
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area west of Preston Road.(appendix B)	Preston	60
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue. (appendix C)	Northwick Park	60
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road. (appendix D)	Alperton	50
Consultation, and implementation if local support is identified through consultation, on the extension of CPZ ST to include District, Central, Roundtree and Saunderton Roads. (appendix E)	Sudbury	40
Consultation, and implementation if local support is identified through consultation, on the introduction of pay & display parking bays in East Lane (close to North Wembley Station) to replace the existing, free, short term bays. (appendix F)	Northwick Park	15
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area south east of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Road etc). (appendix G)	Barnhill	30

Consultation, and implementation if local support is identified through consultation, on the extension of CPZ GA to include Anson Road and Tracey, Henson & Gardiner Avenues. (appendix H)	Mapesbury	30
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area in the vicinity of Northwick Circle, including Draycott Avenue and the Ridgeway. (appendix I)	Kenton	30
A programme of minor changes to CPZs C, E & W to reflect recent site changes and to ensure complete consistency between site conditions and Traffic Orders.	Wembley Central	35
Programme Total		390

4.0 Financial Implications

- 4.1 An allocation of £390,000 was made for the implementation of new CPZs and review of CPZs for the financial year 2009 - 10. The recommendations made in this report, insofar as they have budgetary implications, with the exception of recommendations 2.1 and 2.08 will be met from the 09/10 allocation.

It is anticipated that a budget of £390,000 will be confirmed for 2010/11 through the 2010/11 budget setting process. The Committee are recommended at 2.8 to agree to the implementation of the 2010/11 work programme (which includes a scheme to address the issues described at 3.13 to 3.14) subject to the confirmation of the budget. If that budget is not confirmed a subsequent report with a revised programme will need to be considered by the Committee at a later date.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, 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 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 the 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

There are no significant staffing or accommodation implications arising from the issues set out 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

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