



Highways Committee
17th September 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**

1.0 Summary

- 1.1 This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since progress was last reported in July 2009.

2.0 Recommendations

- 2.1 That Committee considers the outcome of the consultation with residents of Dorchester Way, Kenton area to introduce a controlled parking scheme as detailed in paragraphs 3.1 to 3.6 and agrees that officers should not proceed with the proposal on this street. Additionally, in order to alleviate the problems of unsafe parking, the Committee agrees to the introduction of double yellow lines at junctions and around pedestrian islands in Dorchester Way, as requested by residents and subject to statutory consultation and residents engagement.
- 2.2 That Committee considers the outcome of the consultation with residents and businesses of the zone E extension area as detailed in paragraphs 3.7 to 3.15 and approves the inclusion of Kathleen Avenue and Victor Grove to zone E CPZ subject to statutory consultation. Additionally, officers recommend for the installation of double yellow lines at all the junctions within the consulted area in order alleviate the problems caused by obstructive and dangerous parking, subject to statutory consultation and residents engagement.
- 2.3 That Committee notes the outcome of the consultation with residents and businesses of zone SH extension area as detailed in paragraphs 3.16 to 3.20 and agrees that the CPZ proposals be withdrawn.
- 2.4 That Committee notes the concerns of residents from Park View Road, Neasden area as detailed in paragraphs 3.21 to 3.24 and agrees not to

proceed with the removal of the controlled parking restrictions from Park View Road (Zone NT).

2.5 That Committee notes the survey undertaken by the Northwick Park Residents Association as detailed in 3.25 and 3.26, and agrees for officers to meet with residents' association representatives to discuss the issues raised and formulate options that will alleviate the parking problems in the area.

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

3.0 Details

Proposed Dorchester Way Area CPZ - Appendix A

3.1 At the November 2008 Highways Committee meeting, Members were briefed about a petition from residents of Dorchester Way requesting a new CPZ with shorter hours of parking restriction on the road. Members noted the petition and asked officers to investigate and discuss the matters with the main petitioner, ward councillors and relevant resident associations.

3.2 Officers have since carried out site investigations and observed that vehicles were parked indiscriminately on both sides of the road, particularly along the northern section near the Jewish Free School. Officers also met with residents of the street and were told that students and visitors to the School undertaking commuter parking presented the main cause of parking stress.

3.3 During the meetings, residents suggested that the Council should implement shorter hours of parking restriction along the road. They also requested the introduction of double yellow lines at junctions in order to alleviate the problems caused by obstructive and dangerous parking.

3.4 Informal consultation on a proposal to introduce shorter hours of parking restrictions was carried out in July / August 09. A copy of the consultation material is shown at appendix A. A summary of the consultation results is provided below;

Total questionnaires sent out:	178
Total questionnaires returned:	80
Percentage response:	45%

3.5 Questionnaire analysis:

1	Would you like a controlled parking zone in your street?	Yes 33	No 47
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2	What are your preferred days of operation?	Mon-Fri 37	Mon-Sat 7
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3	What are your preferred times of operation?	10am-Noon 21	8.30am-6.30pm 10	8am-6pm 15
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3.6 The consultation results show that the majority of respondents are against the proposals. Recognising the results of the consultation it is therefore recommended that the proposal for a CPZ with shorter hours of operation in Dorchester Way be withdrawn. However in order to address concerns around unsafe parking, officers recommend that a scheme of double yellow line waiting restrictions at junctions and close to pedestrian islands is developed and introduced, subject to engagement with residents and statutory consultation.

Proposed E Zone (Ealing Road CPZ) extension – Appendix B

3.7 Informal consultation with residents and businesses of a proposed CPZ “E” extension area was carried out in June / July 2009. The questionnaire asked residents/businesses if they wanted to be incorporated within the existing Ealing Road zone E CPZ which operates between 8am-9pm, Monday to Sunday. A copy of the consultation material is shown at appendix B. A summary of the results of the consultation is provided below:

Total questionnaires sent out: 407
 Total questionnaires returned: 114
 Percentage response: 28%

3.8 Questionnaire analysis:

Street Name	Question 1		Question 2	
	Yes	No	Yes	No
Dorothy Avenue	3	25	2	27
Highmead Crescent	2	6	0	7
Hillfield Avenue	1	12	3	10
Kathleen Avenue	22	7	20	9
Lyon Park Avenue	3	16	3	16
Valley Gardens	2	6	1	7
Victor Grove	5	2	5	2

Question 1: Do you have parking problems in your street?

Question 2: Are you in favour to be included in zone E CPZ that operates between 8am to 9pm, Monday to Sunday?

- 3.9 The consultation results showed that Kathleen Avenue and Victor Grove were in favour of being incorporated within CPZ "E" whilst Dorothy Avenue, Highmead Crescent, Hillfield Avenue, Lyon Park Avenue and Valley Gardens were against the proposals.
- 3.10 Those streets in favour of controls are located on the periphery of the Ealing Road CPZ. They cite the impact of displaced commuter parking from the shops and the associated difficulties of the resultant parking pressures as the main reasons for supporting the proposal. Problems associated with receiving visitors also featured highly among the comments received.
- 3.11 Those streets opposed to controls are further away from the Ealing Road CPZ. They cite a variety of reasons for wishing their roads to remain uncontrolled, although the chief reason given is that there is no need for control. The responses from those opposed explain that it is generally possible to park in close proximity to their homes and that parking controls simply displace any problems and would have a negative impact on visitors to the area.
- 3.12 While it might be considered that parking controls should be applied in those streets that support controls, officers view is that the likely result of treating only a part of the consulted area would simply be to move those pressures into those streets that will remain uncontrolled. It is, therefore, considered appropriate to recommend that the streets that opposed the proposals continue to be monitored in order to ascertain whether the inclusion of the streets in favour of the proposals within the Controlled Parking Zone has a negative impact on parking.
- 3.13 It is also considered that in the interests of road safety, double yellow lines should be introduced at all junctions throughout the consulted area in order to preserve sightlines and to protect pedestrian crossing points.
- 3.14 In light of the consultation results, it is therefore recommended that Kathleen Avenue and Victor Grove be included to the Ealing Road zone E CPZ subject to statutory consultation.
- 3.15 Officers also recommend that;
- parking conditions in those streets which opposed to the controlled parking proposals be monitored in order to gauge the parking displacement effects,
 - double yellow lines be introduced at all the junctions within the consulted area in order preserve sightlines and protect pedestrian crossing points.

Proposed SH zone extension – Appendix C

- 3.16 Informal consultation with residents and businesses of a proposed CPZ “SH” extension area was carried out in June / July 2009. The questionnaire asked participants if they want to be incorporated within the existing SH CPZ. A copy of the consultation material is shown at appendix C. A summary of the results of the consultation is provided below;

Total questionnaires sent out: 77
 Total questionnaires returned: 28
 Percentage response: 36%

- 3.17 Questionnaire analysis;

Street Name	Question 1		Question 2	
	yes	no	yes	no
Greenbank Avenue	3	15	4	15
Windmore Close	6	3	3	6

Question 1: Do you have parking problems in your street?

Question 2: Are you in favour to be included in zone SH CPZ?

- 3.18 The consultation results show that residents/businesses of both Greenbank Avenue and Windmore Close were against the proposed incorporation within CPZ SH. Contrary to an earlier petition from residents of Windmore Close, in which they requested the Council to consider introducing CPZ on their street, it seems that there is no consensus of support for the extension of controls.
- 3.19 Residents who opposed to the parking proposals explained that the majority of problems relating to parking in this area occur in the evenings or overnight. The responses also explain that there is little need for control during the proposed hours (those of the existing, adjacent CPZ) and that the introduction of restrictions would do little to improve on the existing situation. Many residents are further concerned that the proposal would not be able to guarantee them a parking place and are concerned with the costs involved to get the permits.
- 3.20 The consultation results showed that 75% of the respondents were against the CPZ proposals. In light of this strong opposition, it is therefore recommended that the CPZ proposals for Windmore Close and Greenbank Avenue to be withdrawn.

Zone NT review (Park View Road)

- 3.21 At the January 2009 Highways Committee meeting, Members were presented with a street by street analysis of the NT zone review consultation. The results showed that 9 residents out of the 18 returned questionnaires from Park View Road wanted the CPZ to be removed from their street. Members noted the concerns of Park View residents but asked officers to present them with a further report on costs involved in removing parking restrictions from the street.

- 3.22 The costs of removing parking restrictions from the street will be in two parts. The first part is to prepare the necessary traffic management order (TMO) and the second part is to remove the single yellow lines and amending sign plates. The first part will cost approximately about £4000 and the second part will cost approximately about £10,000. It should also be noted that there would be operational costs and benefits associated with the removal of Park View Road from the Zone. There would be in loss of revenue income balanced together with a possible reduction in enforcement costs. These costs are expected to be marginal but are impossible to quantify with any great certainty.
- 3.23 Members are reminded that, due to parking complaints received from streets on the periphery of the NT CPZ, the Council will be carrying out informal consultation on extending zone NT in September / October 09. The consultation will ascertain views on extending the existing zone over around 12 streets north-westward of Park View Road and the existing zone. Due to its proximity to the Neasden Tube Station, Neasden Shopping Centre and North West London College, officers strongly feel that any removal of parking restriction from Park View Road at this stage will expose the street to displaced parking. That situation would be exacerbated if, following the consultation exercise, zone NT were to be extended.
- 3.24 It is noted that some residents from Park View Road are currently opposed to the CPZ on the street and would like it to be removed. However, due to the costs involved in removing the parking restriction and the reasons mentioned above, it is recommended that Committee do not proceed with the removal of controlled parking restrictions from Park View Road and the road remains in zone NT CPZ.

Northwick Park Area

- 3.25 The Council has received results of a survey carried out by Northwick Park Residents' Association. The Resident's Association sent questionnaires to residents of Draycott Avenue and The Ridgeway asking them to choose a waiting restriction (single yellow line) which restricts parking between four different times. A summary of the survey carried out by the Northwick Park Residents Association is shown below;

Street Name	1*	2*	3*	4*	5*
Draycott Avenue	3	2	29	3	8
The Ridgeway	9	8	40	4	11

1* Do nothing.

2* Single yellow lines on one side of the road

Parking restricted between 8.00am-10am, and 4.00-6.00pm, Monday – Friday.

3* Single yellow lines on both sides of the road

Parking restricted between 8.00am – 10am, and 4.00pm-6.00pm, Monday-Friday.

4* Single yellow lines on one side of the road

Parking restricted between 8.00am – 6.00pm, Monday – Friday.

5* Single yellow lines on both sides of the road

Parking restricted between 8.00am – 6.00 pm, Monday – Friday.

3.26 Members are asked to note the contents of the survey carried out by the Residents Association, which will be available at Committee for inspection, and recommend that officers meet residents, Northwick Park Residents' Association and ward councillors to develop proposals to address parking and traffic management issues in the area and report the outcome of those meetings to a future Highways Committee meeting.

Zone GA CPZ review

3.27 The residents of zone GA were consulted in January / February 2009. The results and recommendations were presented to the Highways Committee in March 2009. In light of the results, the committee agreed to change the hours of operation of the zone to Monday to Friday, 10am to 3pm.

3.28 During the statutory consultation, a petition containing more than 50 signatures was received from residents of the zone objecting to this proposed change. This petition was raised at the July 2009 Highways Committee. Members noted its contents and asked officers to investigate the issues raised and report back with options at the next Highways Committee meeting.

3.29 A report in regard to the issues raised in the petition will be presented in a supplementary paper at Committee.

Programme of work 2009 / 10

3.30 An allocation of £390,000 has been made available for new CPZs and CPZ reviews for the 2009/10 financial year.

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 allocation of £390,000 is made available for implementation of new CPZs and CPZ reviews for 2009 -10 financial year.

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 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 Director 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

Contact Officers;

Richard Saunders, Director of Environment & Culture.

Tim Jackson, Head of Transportation