



Highways Committee
18th November 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 September 2009 and addresses the following 3 petitions;
- 1.2 A petition received from residents of the section of All Souls Avenue between Hardinge Road and Chamberlayne Road, stating that they will only join zone KH CPZ if majority support the introduction of controlled parking proposals on their street.
- 1.3 A petition received from residents of the Dudden Hill area objecting to the introduction of controlled parking proposals (associated with the possible extension of NT CPZ) on their streets..
- 1.4 A petition received from residents of Carlton Avenue East, College Road and Longfield Avenue requesting controlled parking proposals for their streets.

2.0 Recommendations

- 2.1 That Committee considers the outcome of the consultation with residents of zone NT extension area in Neasden, to introduce a controlled parking scheme as detailed in paragraphs 3.8 to 3.14 and agrees to include Clifford Way in the NT CPZ (subject to statutory consultation) and not to proceed with the CPZ proposals in the other consulted streets.
- 2.2 That Committee notes the outcome of the consultation with residents and businesses of All Souls Avenue (section), as detailed in paragraphs 3.15 to 3.21, and approves the inclusion of that section of All Souls Avenue within zone KH CPZ, subject to statutory consultation.
- 2.3 That Committee notes the petitions received and that organisers be informed of the Committee decisions.

- 2.4 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 reports back to members, if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Details

Petitions

All Souls Avenue (section between Hardinge Road and Chamberlayne Road)

- 3.1 On 12th October a petition with approximately fifty signatures was received from residents of All Souls Avenue (section between Hardinge Road and Chamberlayne Road). The petition states that *“We the residents of All Souls Avenue (Unzoned Section) state that if a majority vote for the CPZ scheme, we will ONLY JOIN THE KH ZONE. There will not be enough parking spaces for any other alternative.”*
- 3.2 The petition is directly relevant to the proposal to extend KH CPZ to include this particular section of All Souls Avenue. As part of this year’s CPZ work programme, officers carried out a public consultation on that proposal between 12th October and 9th November 2009. The results of that consultation exercise and it’s relevance to the petition are discussed in Sections 3.15 to 3.21 of this report.

Dudden Hill area

- 3.3 On 12th October 2009, a petition containing separate pages of signatures was received. Each page was headed Neasden Neighbourhood Watch Scheme and contained the following question; *“Do you want Controlled Parking Zone in your street regarding the proposed extension of the CPZ zone NT in Dudden Hill?”*. Beneath this question, residents indicated their support by circling a Yes or No, and signing their names. More than 50 signatures in total were received. The signatories were residents living in; Ashcombe Park, Avondale Avenue, Cairnfield Avenue, Kenwyn Drive, North Circular Road and The Circle.
- 3.4 The petition is directly relevant to the proposal to extend NT CPZ to include a number of additional streets. As part of this years’ CPZ work programme officers carried out public consultation on that proposal during September and October 2009. The results of that consultation exercise and it’s relevance to the petition are discussed in Sections 3.8 to 3.14 of this report.

Preston and South Kenton area petition

- 3.5 On 22nd October 2009 a petition with approximately more than fifty signatures was received from residents of Preston Road and South Kenton Area requesting CPZ measures for their area. The petition states that, *“We the undersigned would like to see the area with the boundaries of Carlton Avenue East, College Road and Longfield Avenue in HA9 be considered for consultation ultimately to be designated a Controlled Parking Zone (CPZ) from Monday to Friday.”*
- 3.6 Included within this petition were more than fifty signatures from residents of Grasmere Avenue who also wished to be considered for consultation for inclusion into the same possible CPZ as above.
- 3.7 At the present time the resources of the Transportation Unit’s CPZ team are fully committed and there are restrictions on the Council’s ability to undertake new schemes of work as a result of A the impact of the financial climate on the Parking Account. It would be inappropriate to commence work on the consultation into the introduction of controlled parking in this area during this financial year. It is suggested therefore that officers should meet the organiser and other representatives from the area to identify issues to be investigated so that proper consideration can be given to including an informed proposal within the 2010/11 CPZ work programme.

Proposed NT zone extension – Appendix A

- 3.8 The Committee will recall that the possible extension of NT CPZ to include a number of additional streets is within this year’s work programme. Informal consultation with residents and businesses of the proposed extension area was carried out in October 2009. The questionnaire asked residents / businesses if they wanted to join the existing NT CPZ which operates between Monday to Friday, 8.30am to 6.30pm. A copy of the consultation document is shown at appendix A. A summary of the results of the consultation is provided below:

Total questionnaires sent out:	1147
Total questionnaires returned:	330
Percentage response:	29%

3.9 Consultation Analysis

Street Name	Question 1		Question 2	
	Yes	No	Yes	No
Ashcombe Park	4	10	4	10
Avondale Avenue	4	7	3	8
Cairnfield Avenue	9	34	7	36
Chartley Avenue	12	4	12	4
Clifford Way	12	8	13	8
Dudden Hill Lane	0	0	0	0
Dollis Hill Lane	11	24	5	30
Eastleigh Close	4	0	3	1
Kenwyn Drive	2	27	4	24

Lovat Close	3	1	1	3
Randall Avenue	26	43	23	46
North Circular Road	14	9	10	11
Neasden Lane	0	0	0	0
Tanfield Avenue	14	23	13	24
The Circle	7	16	8	16

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

Question 2 - Are you in favour to be included in CPZ zone NT which operates between 8.30 am- 6.30 pm, Monday to Friday?

- 3.10 The area consulted is bounded by North Circular Road, Randall Avenue, Neasden Town Centre and the existing zone NT CPZ. The area is mainly residential and close to Neasden Tube Station and the Neasden Shopping Centre.
- 3.11 The street by street analysis showed that the respondents from Eastleigh Close, Clifford Way and Chartley Avenue (only) indicated that they experience parking problems in their streets and were in favour of the proposed extension. The remaining ten streets consulted indicated that they did not experience parking problems and were against the proposals.

Those in favour of the proposals cite the impact of commuter parking from the neighbouring CPZ areas and the associated difficulties of the resultant parking pressures as the main reasons for supporting the proposal. Respondents from Clifford Way made such comments and Members are reminded that this street is located on the immediate periphery of the existing NT zone. Although 2 other streets (Chartley Avenue and Eastleigh Close) were in favour of being included in an extended zone their geographical location is such that it would not be sensible operationally to assimilate them into zone NT.

- 3.12 Those respondents opposed to controls cite a variety of reasons for their roads to remain uncontrolled, although the chief reason given is that there is no parking problem on their street. Residents are also concerned about the proposed hours of restriction (8.30am-6.30pm), instead they would like shorter hours of restriction, for example one hour in the morning and one hour in evening.
- 3.13 Having noted the results of the consultation, officers' view is that having consulted the residents, and it's close proximity to the existing zone NT, only Clifford Way should be assimilated to zone NT.
- 3.14 The inclusion of Clifford Way (only) within an extended NT CPZ would be consistent with the views expressed within the petition described at 3.3-3.4 which requests the omission of several streets within the Dudden Hill area from any CPZ extension.

Proposed KH Zone extension (All Souls Avenue section between Hardinge Road and Chamberlayne Road) – Appendix B

3.15 The Committee will recall that the possible extension of KH CPZ to include an uncontrolled section of All Souls Avenue is within this year's work programme. Informal consultation with residents and businesses of that (uncontrolled) part of All Souls Avenue was carried out in October / November 2009. At the request of a ward member the exercise was preceded by a public meeting to encourage awareness of the consultation and enable informed responses.

3.16 The consultation questionnaire asked residents/businesses if they wanted to be incorporated within the existing KH CPZ which operates between Noon - 3pm, Monday to Friday. A copy of the consultation document is shown at appendix B. A summary of the results of the consultation is provided below:

Total questionnaires sent out:	164
Total questionnaires returned:	65
Percentage response:	39.6%

3.17 Questionnaire analysis:

Street Name	Question 1		Question 2	
	Yes	No	Yes	No
All Souls Avenue	40	23	56	9

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

Question 2: Are you in favour to be included in zone KH CPZ which operates between Noon - 3 pm, Monday to Friday?

3.18 The response indicate that the majority of residents experience parking problems and are supportive of the extension of KH CPZ to incorporate that part of All Souls Avenue that is currently uncontrolled.

3.19 In light of the consultation results, it is therefore recommended that All Souls Avenue (the section between Hardinge Road and Chamebrlayne Road) be assimilated into zone KH CPZ subject to statutory consultation.

3.20 Officers have always been of the view that, subject to the results of any consultation exercise, the introduction of controlled parking into the remaining section of All Souls Avenue should be by extension of the adjacent KH CPZ. Officers are of the view that this makes best operational sense and is the most suitable arrangement for All Souls Avenue whilst having no significantly detrimental impact on those within the existing CPZ.

3.21 The proposal is consistent with the views of the petitioners referred to at 3.1-3.2.

Programme of work 2009 / 10

- 3.22 An allocation of £390,000 has been made available for new CPZs and CPZ reviews for the 2009/10 financial year. The resources of the Transportation Unit's CPZ team are committed to the programme shown in the table below. In view of the financial pressures facing the Council and the level of current commitments it is not proposed to add further schemes to the programme at this time.

CPZ Programme of work 2009/10	Amount (£)
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 Grove, Dorothy Ave, Hillfield Ave (part), Valley Gdns, Lyon Park Ave, Highmead Crescent)	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
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
Total cost of schemes	£ 255,000

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 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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