

Meeting:	Traffic and Road Safety Advisory Panel
Date:	28 February 2006
Subject:	Controlled Parking Zones/Resident Parking Schemes – Annual Review and Related Petitions
Responsible Officer:	Steve Swain - Interim Head of Public Realm Infrastructure
Contact Officer:	Mohsen Nekouzad - Principal Engineer, Traffic Management (East Area)
Portfolio Holder:	Councillor Phillip O'Dell - Environment and Transport
Key Decision:	No
Status:	Part 1

Section 1: Summary

Decision Required

1.1 Recommendation 1. (for decision by the Environment and Transport Portfolio Holder).

- i) subject to funding, adopt the priority list as shown at Appendix D as the controlled parking zone programme, to include it in the Local Implementation Plan and the Borough Spending Plan submission to Transport for London and advise the head petitioners accordingly;**
- ii) “pay and display” parking be advertised in the lay-by in front of the shops at Canons Corner and the frontages be consulted in parallel with advertising the traffic orders. The proposed tariff to be similar to those operating close to shops in Edgware CPZ (Montgomery Road, Mead Road and Handel Way) with a maximum stay of 2 hours with no return for 2 hours. The operational hours to be 9 am to 5 pm, Monday to Friday;**
- iii) note the draft Parking and Enforcement Plan.**

Reason for report

To prioritise and fund the Controlled Parking Zones programme.

Benefits

- Responding to residents' requests.
- CPZs encourage the use of more sustainable modes of transport.
- CPZs can assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available, thereby safeguarding the vitality of town centres.
- CPZs incorporating residents' parking schemes can improve:
 - Safety
 - Access
 - Residential amenity

Cost of Proposals

- Transport for London has allocated £20,000 for disabled persons parking spaces only.
- The provisional capital programme for the next 3 years, subject to approval, is £300,000 for 2006/07, £200,000 for 2007/08 and £260,000 for 2008/09. The estimated costs of the proposed programme is shown in Appendix E. It should be noted the estimated costs have been prepared before consultation and design and are therefore very provisional.
- The total contribution secured from developers for parking controls under Section 106 agreements is £210,000 (including Sainsbury's contribution) which will be utilised as the relevant schemes are progressed.

Risks

- Achievement of programme is dependent on securing the necessary funding.
- Cost of schemes can significantly change following consultation and detail design.
- Managing on-street car parking inevitably attracts objections, even if majority are in favour.

Implications if recommendations rejected

Programme and benefits may not be achieved.

Section 2: Report

2.1 Brief History

2.1.1 An annual review of Controlled Parking Zones/Resident Parking Schemes for the whole Borough has been carried out. The review includes assessments of existing zones, requests for new ones including petitions received in the last 12

months. The previous programme of works has been updated and reviewed and a revised programme is recommended. The agreed programme will be included in the Local Implementation Plan and the annual Borough Spending Plan to be submitted to TfL this summer.

2.1.2 Controlled Parking Zones (CPZs) are a fundamental component of national, regional and local transport policies. CPZs form part of the Mayor of London's Transport Strategy, West London Transport Strategy and are an integral part of the council's draft Local Transport Strategy. Further restraint based parking standards in new developments as required by national and regional policy cannot be effective unless on-street parking controls exist (otherwise parking can simply take place in local streets rather than lead to reduced car use). Hence there are strong strategic reasons for introducing CPZs as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs also allow the introduction of "resident permit restricted" developments which is in line with the strategy of reducing car parking provision at sites well served by public transport. CPZs incorporating residents parking schemes can improve safety, access and residential amenity and can assist management of parking in town centres to ensure more short stay shopper/visitor spaces are available.

2.1.3 It should be noted that the council's programme of works is demand led. The programme and priority list for CPZs is reviewed annually by the council and the last agreed list is at Appendix A. Progress in the last year is also shown at Appendix A.

2.2 Options considered

2.2.1 CPZs are areas where parking areas are designated, all other areas having yellow lines. Some of these areas can be designated for residents and become residents parking schemes. CPZs do not need to incorporate a residents parking scheme. They can contain just yellow lines or can be combined with "pay and display" parking for example. In fact, the first CPZ in Harrow was in Harrow Town Centre and comprised yellow lines, parking meters and free bays only. This has been radically altered and extended over time and now includes yellow lines, pay and display, shared use and residents parking places.

2.2.2 Purely yellow line controlled parking zone schemes where there is no demand for on-street residents parking have the advantage of being cheaper and more environmentally friendly because the only signs needed are at the entry points. However such schemes should be used with great caution, as a minority of residents who need on-street parking may be severely disadvantaged.

2.2.3 Appendix B is a Borough map showing the existing zones and the current investigations for possible further zones. A review of existing and potential zones is set out below. Appendix C contains petitions received in the last 12 months (excluding those already considered by the Panel/Portfolio Holder for Environment and Transport), some of which are related to these areas. In line with normal practice only the covering letter (if there is one) and the first page of the petition is copied, but the whole petition is available for inspection. Attention is drawn to these petitions in the reviews below. Based on the review of areas set out below and petitions received, Appendix D shows the recommended programme and priority list for the next 5 years and the unprogrammed list. The

list is based on the previous agreed priority list, allowing for schemes that have been completed and other events during the year that might have affected the 5 year programme. The estimated costs of the programme is shown at Appendix E.

2.2.4 Harrow Town Centre Review and Extension

2.2.5 The Town Centre CPZ was last extended to cover 7 roads bounded by Manor and Francis Roads largely to join the eastern (1 hour) Zone S in April 2004. In the last review (March 2005) four further areas on the periphery of the zone were included in the current Town Centre CPZ review which began in April 2005. The four areas are Pinner Road area, Bessborough Road area, Kenton Road area and Harrow View area. There are also a number of issues within the current zones which will be picked as part of the review. Pinner Road area residents and businesses are about to be consulted on detailed proposals including a new one-hour residents parking scheme.

2.2.6 The modifications to the Town Centre CPZ proposals in the March 2005 review also included an undertaking to investigate “pay and display” facilities adjacent to the shops on Pinner Road east of Pinner View. This can only be achieved safely on the north side of the road by the construction of lay-bys to ensure that visibility for vehicles emerging from the side roads is not compromised. Businesses on Pinner Road (between Bedford Road and Devonshire Road) have been consulted on dedication of part of their private forecourts to allow lay-bys to be created. There appears to be strong support for only one of the four potential locations. The provision of funding for the lay-by will need to be addressed when the cost is more accurately known. Shared use (residents’ permit holders/pay and Display) bays are also proposed in the short section at the beginning of each side road.

2.2.7 In the Kenton Road area there are previous requests to join Zone S by residents of Woodway Crescent and Rufford Close. These roads were excluded from the original Zone S but they will be re-consulted. There have been further requests to deal with parking congestion in Carlton Road, the only other road close to Kenton Station without parking controls (apart from a short section near Kenton Road). The study area is also expected to include Mayfield Avenue and adjacent roads. These have existing yellow line only restrictions where requests for residents’ parking have been received.

2.2.8 The Harrow View area has yet to be fully defined by stakeholders but is expected to also include Salisbury Road, Buckingham Road, Balfour Road and part of Cunningham Park. Feedback from the previous consultation and considering the proximity to the Town Centre a one-hour residents parking scheme is envisaged here.

2.2.9 Within the existing Town Centre CPZ area there are previous requests for parking facilities from a dentist on the corner of Harrow View/Radnor Road and a medical practice in Bethcar Road. The traders in Headstone Road and Lowlands Road have requested more short term parking to be made available for their customers. In each of these instances consideration will be given to converting some residents’ bays to shared use “pay and display”/residents’ spaces.

2.2.10 Some residents of Whitehall Road have expressed concern that since the introduction of Sunday charging in the car parks, shoppers are parking in the residents bays and particularly on yellow lines (where it can be obstructive) which do not apply on Sunday. A similar problem has been reported in Bonnersfield Lane particularly between Courtfield Avenue and Station Road. Double yellow line waiting restrictions will be considered on the inside of the bend to ensure that there is sufficient space for two way traffic and to maintain visibility around the bend.

2.2.11 Wealdstone Review and Extension

2.2.12 The Wealdstone CPZ was last extended and split into 2 zones "C" and "CA" in June 2003. The review of the CPZ started in August 2005. Residents and businesses are to be consulted imminently on the extension of zone CA to include roads peripheral to the existing zone. Businesses are being asked if and where more pay and display parking is required for their customers.

2.2.13 A stakeholders meeting for the zone C review is currently being arranged and is expected to take place in March 2006. There are requests from residents of the uncontrolled section of Marlborough Hill and adjoining roads for a residents' parking scheme. The extent of this review area will be clarified by the stakeholders' meeting. The review will also examine the parking arrangements outside the small parade of shops on Princes Drive at Headstone Drive end.

2.2.14 Businesses have petitioned the council to stop enforcement of existing waiting and loading restrictions by CCTV on the High Street. The obstructive parking that occurs does cause problems for traffic flow throughout the day and using CCTV is simply a means of achieving more effective enforcement of the restrictions, which have been in place for many years. It is assumed that all agreed restrictions should be properly enforced and hence the issue relates to the restrictions themselves rather than the enforcement. The waiting and loading restrictions on the High Street will be reconsidered as part of the review."

2.2.15 Rayners Lane Review and Extension

2.2.16 The last review and extension of the zone was completed in April 2002. A lay-by containing "pay and display" parking was provided in Warden Avenue in February 2004.

2.2.17 A petition received last year, signed by 62 residents of Village Way, called for the provision of part-time "yellow lines" on both sides of Village Way to prevent all-day parking which impeded the free flow of traffic. Also, the Harrow Public Transport Users Association reported that obstructive parking in Village Way was delaying buses and requested that parking be limited to one side of Village Way. Following consultation with residents and businesses, yellow line waiting restrictions were implemented in Village Way in advance of the CPZ review. The scheme came into operation in January 2006 and its effectiveness will be assessed as part of the current review of the Rayners Lane CPZ.

2.2.18 A petition containing 45 signatures from some residents of Alfriston Avenue presented to the 20 October 2005 meeting of Council was referred to the Traffic and Road Safety Advisory Panel on 30 November 2005. The petitioners

request implementation of a CPZ in Alfriston Avenue. The road is being included in the current review of the Rayners Lane CPZ.

2.2.19 A petition containing 63 signatures from some residents of West Avenue, Pinner was received. The petition reported parking problems in West Avenue caused by parking displacement following the extension of the Rayners Lane CPZ. The petition requested that the existing Rayners Lane CPZ be further extended to include West Avenue.

2.2.20 Reports of parking problems and requests for parking controls from residents of roads outside the existing zone continue to be received. These reports include the "Avenue" roads north of Village Way, Imperial Drive, Kings Road, Priest Park Avenue, Warden Avenue, The Glen, Southbourne Close and Ovesdon Avenue.

2.2.21 In line with the council's current CPZ programme investigation and survey work has commenced on the review and possible extension of the existing Rayners Lane CPZ. A stakeholder meeting is programmed for March 2006 and it is expected that all of the roads mentioned above will be included in the consultation area.

2.2.22 Edgware Review and Extension

2.2.23 A review, which was carried out in 2004 resulted in the inclusion of part of the Canons Park Estate and High Street Edgware in the CPZ which came into operation on 31 January 2005. A number of individual letters as well as 21 similar letters have been received requesting the extension of the zone to encompass the rest of Lake View and similarly Canons Drive as well as Dukes Avenue and Chestnut Avenue. These are from properties just outside the CPZ. The requests have arisen as a result of displaced parking immediately outside the zone. The Canons Park Estate scheme review is programmed to commence in the early part of 2006 and these residents will be consulted on the possible extension of the zone at that stage (see Appendix D). The remainder of the zone is working well with little or no recent complaints.

2.2.24 South Harrow Stage 2 Review and Extension

2.2.25 The stage 2 review and extension became operational on 1 March 2004.

2.2.26 The stage 3 review of the zone has commenced. The review area includes Scarsdale Road, Wyvenhoe Road and roads in the Beechwood Area, Thornley Drive, part of Roxeth Green Avenue and Dudley Gardens.

2.2.27 The consultation in the existing zone, and in the selected areas outside the zone was completed in December 2005. The results of the consultation are reported elsewhere on the Agenda.

2.2.28 As a result of the consultation four petitions have been received, the contents of which are explained in the report referred to in Paragraph 2.2.27. The petitions refer to parking in Northolt Road, Brooke Avenue Dudley Gardens and Sherwood Road.

2.2.29 Implementation is programmed for autumn 2006.

2.2.30 Contribution of £30,000 towards funding parking controls has been secured from the developer of Biro House, in Northolt Road. Funding would be available within 3 years of completion of the development.

2.2.31 Sudbury Hill Station Area

2.2.32 This scheme was implemented in partnership with Brent Council and became operational on 22 December 2003. There are no reports of significant displacement or operational problems.

2.2.33 North and West Harrow

2.2.34 The on-site car parking for the agreed supermarket re-development in North Harrow is limited. The Section 106 agreement thus includes a £30,000 contribution towards consultation and implementation of a CPZ. Funding would be available within 3 years of completion of the development.

2.2.35 There have been some calls for a residents' parking scheme to be introduced in parts of North Harrow close to the underground station but these are few and widely dispersed. The area is on the unprogrammed list but in light of the supermarket re-development this will be reviewed once the impact of the development is known.

2.2.36 There is demand for a residents' parking scheme from the eastern section of Vaughan Road and Butler Avenue due to their proximity to the Town Centre. This area is being considered as part of the Town Centre review which is underway. Whilst requests from other roads in the West Harrow area such as The Gardens and Butler Road are also received, by comparison they are more widely dispersed.

2.2.37 Stanmore Review

2.2.38 A review was carried out and the results of the consultation reported to the Panel in December 2004. Further consultation in parallel with the advertising was carried out in a number of roads and the objections were considered in June 2005. The proposed extension is due to be implemented in March 2006.

2.2.39 Despite the results of the December 2004 consultation showing no majority support for parking controls in Green Lane requests for parking controls continue to be received. These include a petition which was considered by the Panel together with other representations resulting from advertising of the traffic order in June 2005. Following a request from members at the 21 September 2005 meeting of the Panel, traffic, safety and parking conditions in Green Lane are being investigated by consultants. The findings will be known by summer.

2.2.40 The Sainsbury's store off Elm Park opened on 20th March 2001 and the council has secured contributory funding of £20,000 to review the parking controls in the immediate vicinity within 5 years of opening. This funding is being sought as a contribution towards the cost of the review.

2.2.41 The current position of the Stanmore multi-storey car park is that Cabinet has approved its demolition on safety grounds and authorised layout of a surface

car park. Planning consent was given some time ago and the demolition work has commenced. Completion date of the surface car park is expected by April 2006, weather permitting.

2.2.42 Transport for London (TfL) has provided £25,000 towards the review and implementation costs of the CPZ in 2005-06.

2.2.43 Following a petition in the form of a letter signed by 9 businesses from Canons Corner the Panel instructed officers to investigate “pay and display” outside the shops and consequently, this is programmed for implementation in winter 2006-07. It may be feasible to slightly enlarge the lay-by to maximise the number of spaces. **It is therefore recommended that the scheme be advertised and the frontages be consulted in parallel with advertising the traffic orders. The proposed tariff to be similar to those operating close to shops in Edgware CPZ (Montgomery Road, Mead Road and Handel Way) with a maximum stay of 2 hours with no return for 2 hours. The operational hours to be 9 am to 5 pm, Monday to Friday.**

2.2.44 Contributory funds of £100,000 has been secured from the developers of Wembley Stadium through Brent for on-street parking controls in Harrow “which is/are necessary due to the impact of events held at the New Stadium on Event Days” upon evidence that the council has approved “the Scheme(s)”. The new Stadium is due to be opened in the spring and it is proposed to start the consultation process in the summer (see Appendix D). The funding is available for 10 years from September 2002, the commencement of the development and demolition works.

2.2.45 Kenton Road/Honeypot Lane near Kingsbury Circle

2.2.46 Previously reported petitions remain outstanding from residents of 41-48 Honeypot Lane requesting a residents’ parking scheme for the service road in front of these properties. There is also a previously reported petition from some residents of 704A to 736A Kenton Road for residents parking in front of the shops because of shoppers cars and conversely a request from the shopkeepers for “pay and display” in front of the shops because of residents cars.

2.2.47 Harrow Weald Review (Fontwell Close)

2.2.48 The priority for this review was downgraded by the Panel because of the possibility that Harrow College (Harrow Weald Campus) may close and thus the parking problem caused by student cars may disappear. However the closure of Harrow College does not now appear to be imminent.

2.2.49 Parking restrictions were introduced in Uxbridge Road between High Road and Bellfield Avenue in early 2005 to help bus flow. This has addressed parking problems associated with Harrow College (Harrow Weald Campus) along this section of road. At the time the restrictions were introduced the residents on other unrestricted sections of road in this area raised concerns that the parking might be displaced to their streets. “Before and After” monitoring was therefore carried out to assess the impact. This showed that there was potential for approximately 10 cars which parked regularly on Uxbridge Road to displace. After the introduction of the restrictions parking on the service road parallel to

the High Road (Nos 469 to 505) increased by a similar number. Whilst this suggests that parking has indeed displaced to this area demand for more parking controls remains low, both from the service road and the general area.

2.2.50 Pinner Review

2.2.51 Requests for an extension of the scheme continue to be received from some residents who live on the periphery of the zone.

2.2.52 There is a previously reported petition from some residents of West End Lane near High View just outside the zone. These include Hereford Gardens, Rayners Lane and Marsh Road.

2.2.53 There are also a number of previous miscellaneous requests for internal alterations from occupiers of Barrow Point Avenue (including a doctors' surgery), the Pinn Medical Centre in Eastcote Road, Waxwell Lane, High View and Holwell Place (verge parking). Requests for parking controls have also been received from Nower Hill and The Chase.

2.2.54 There is a previously reported petition from 1999 and a deputation in 2001 from the residents of Pinner Green for an extension of the scheme. Some Pinner Green residents continue to request a residents parking scheme.

2.2.55 There is also a previous deputation from a Marsh Road shopkeeper opposite Cecil Park who would like to see pay and display in the service road and a review of the use of the Marsh Road car park which is currently used by business permit holders only.

2.2.56 Following a deputation and the agreement to change the 8 am to 8 pm, Monday to Saturday yellow line waiting restrictions in advance of the CPZ review, the restrictions were downgraded to 8 am to 6.30 pm, Monday to Saturday on 30 June 2005. The request for double yellow line waiting restrictions at the junction of Marsh Road and School Lane was also investigated and the requested waiting restrictions were also implemented on 30 June 2005.

2.2.57 There is a previously reported request from some residents of Albury Drive near Latimer Gardens for a residents' fear displaced parking scheme because of the Pinner Wood Safe Routes to Schools proposals as they parking will result.

2.2.58 There is a previously reported petition signed by six residents of Albury Drive for parking controls between 8 am and 4.30 pm which was considered by the Panel on 1 December 2004. A petitioner explained that there is a problem particularly at the beginning and end of the school day. The head petitioner is requesting a residents' parking scheme. This is some distance from the existing zone and there is no demand from the roads in the vicinity for a scheme. The request will be considered as part of the review.

2.2.59 A petition was received, in November 2005, detailing the concerns of four residents of Grange Gardens, Pinner. The concerns are that the current CPZ control period of 11am to noon on weekdays does not protect them sufficiently against evening and weekend parking. This matter is under investigation to determine if action is required in advance of the programmed review.

2.2.60 Following the Panel's instructions of 1 November 2004 proposals to relieve some of the parking problems in Albury Drive were implemented on 30 June 2005.

2.2.61 The previously reported parking congestion complaint from The Nursery Road Residents' Association Ltd has been investigated. Clarification of the Association's concerns confirm that the problem can be addressed by the provision of "ghost capes" at the junction of Nursery Road and Cuckoo Hill and will not require the introduction of parking controls.

2.2.62 The review of the Pinner CPZ is programmed to commence in spring 2007.

2.2.63 Kenton Review

2.2.64 Some of the residential roads in this area have a one hour waiting restriction. Some residents have called for this area to be converted into a CPZ incorporating a residents' parking scheme, but demand does not appear to be high. Complaints have also been received about obstructive parking at the junctions of Willowcourt Avenue with Hillbury Avenue and Kenton Road. It is proposed to deal with these complaints by upgrading the yellow line waiting restrictions locally.

2.2.65 Canons Park Station Area

2.2.66 This area is substantially covered by a one hour waiting restriction scheme with the exception of Whitchurch Lane which is generally all day restrictions. This scheme pre-dates the introduction of residents' parking schemes in Harrow and can generally be considered as a controlled parking zone without a residents parking scheme and without the entry/exit signs, but with signing in each road.

2.2.67 Extensions of waiting restrictions in Whitchurch Lane and in the Cloyster Wood area were introduced in 2002. The Canons Park Residents' Association (CAPRA) and some residents have asked for this scheme to be reviewed/extended. Yellow line waiting restrictions schemes which are preferred by CAPRA discriminate against those residents who rely on on-street spaces for their parking needs. Residents were consulted on a residents' parking scheme as part of the Stanmore CPZ review. Due to further consultation and the Portfolio Holder decision being called-in twice, implementation of the agreed residents' parking scheme in Howberry Road (part) and Howberry Close has been delayed. The scheme is programmed for implementation in winter 2006-07.

2.2.68 A resident of Buckingham Road continues to request a residents' parking scheme. A further request from another resident in the vicinity has been received complaining about obstructive parking.

2.2.69 Complaints from shoppers and two shopkeepers about lack of parking at the service road in Honeypt Lane at its junction with Wemborough Road continue to be received. At the last review in March 2005 it was agreed to place the service road on the programme with a stakeholders meeting scheduled for summer 2007.

2.2.70 Hatch End

2.2.71 The Hatch End Association have advised that they would like to see a parking review but remain neutral on the issue of a CPZ as it is not considered a priority by its members at present. The few letters of complaint received from the area refer to parking along the Broadway, in front of the shops, and in the vicinity of its junction with Grimsdyke Road, Dove Park and Westfield Park. These complaints are being dealt with as part of the proposed road safety scheme in this part of Uxbridge Road that is due to be implemented shortly. Some traders have indicated they would like to see “pay and display” in the service roads.

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2.2.72 The Traffic and Road Safety Advisory Panel at its meeting on 30 November 2005 instructed officers to investigate and progress parking controls in the service roads. The scheme’s consultation process is due to start in the summer (see Appendix D).

2.2.73 The council has secured contributory funding of £30,000 from the developer of the Railway Public House site, Uxbridge Road for parking controls in the immediate vicinity within 3 years of completion.

2.2.74 Harrow Weald/Hatch End – Courtenay Avenue Area

2.2.75 A previously reported petition remains outstanding for a residents’ parking scheme in this area, but the number of households signing the petition (14) is small compared to the size of the estate. The head petitioner continues to make representations.

2.2.76 Other Areas

2.2.77 From time to time, residents from other areas on the uncommitted programme list, ask for residents’ parking schemes but the numbers are small and widely dispersed. Complaints from Bacon Lane, The Highlands (one resident claiming to represent the majority) and the culs-de-sac off it and Broomfield Gardens, in Burnt Oak have been received and appear to be on the rise. Following a request from the Panel, the residents of The Highlands are being consulted to ascertain what they perceive to be the problems and what measures they would support to deal with them. The consultation exercise will be completed in March 2006.

2.2.78 Complaints about obstructive parking have also been received from Green Lane, The Crescent, Willowcourt Avenue, Westbere Drive, The Highlands, Vancouver Road, The Chase and Columbia Avenue.

2.2.79 Policy Issues and Review of Scheme Design Principles

2.2.80 As part of the Local Implementation Plan (LIP) a Parking and Enforcement Plan for the borough was prepared. A copy was appended to last year’s annual CPZs report for the Panel’s/Portfolio Holder’s comments/consideration. The document deals with all CPZ policies. The council’s CPZ policy and practice has been reviewed by a consultant and the Plan includes the proposed CPZ policies. It includes changes with respect to signing, business permits, health/care workers, amongst others. As a result of feedback to consultation the Plan has been modified and the revised draft is shown at Appendix F. The Parking and Enforcement Plan will be considered by Cabinet on 16 March 2006.

2.2.81 Consultation Stages Involved in preparing a CPZ

The length of the programme for investigating and designing a CPZ is heavily influenced by the extent of consultation undertaken. A summary of the typical stages involved is shown in Appendix G. The current “streamlined” consultation procedure agreed by the Panel on 17th May 2000 [Res 36(7)] is as shown at Appendix H (updated to reflect the constitution).

2.2.82 The recently agreed policy of investigating the need for on-street business permits for all new and review schemes may lead to a further stage. This would involve a questionnaire at the start to businesses in the area to determine demand.

2.2.83 The above is a simplistic model of the process. It is common when developing CPZ schemes to encounter complications and local opposition (even if a minority view) and pressure to reconsider elements of the proposals. In order not to unduly delay progress on the scheme, it is anticipated that such “unplanned” decisions will be referred to the Portfolio Holder for Environment and Transport.

2.2.84 Even the “streamlined” procedure can take 18 to 24 months to implementation depending on circumstances.

2.2.85 Concern is frequently expressed about the length of time it takes to investigate, design and implement CPZs. A major factor is the amount of consultation undertaken. Experience has shown that parking control schemes are usually contentious – gains for some people represent losses for others. A fundamental and unavoidable stage of the process is the statutory advertising of the proposals (the traffic order) and consideration of objections (if any). Objections are almost always received. If sufficient consultation was not undertaken in advance of this stage, it would be difficult to set aside objections. There is unlikely to be confidence that the proposals represent the appropriate balance between competing interests and have majority support if proper consultation has not been carried out.

2.2.86 If the council were unable to set aside objections the proposals and traffic order would have to be amended (or abandoned) and the statutory advertising process repeated, with the likelihood that objections will again be received. Apart from the cost implications of this, it is considered preferable to engage with the community during the investigation/design process and seek to reflect the community views in the proposals, rather than propose a ‘final’ scheme that will generate objections and disharmony.

2.2.87 In summary, it is possible to shorten the process by omitting or combining stages of consultation. However, the risk of being “knocked off track” by objections/counter petitions increases as consultation decreases. A key factor in deciding the amount of consultation should be the degree of confidence in the demand for a CPZ and the detail of the proposals.

2.2.88 The above is necessarily general. The methodology for preparing each scheme should be considered on its merits rather than slavishly sticking to one model process. Co-ordination with other initiatives for an area might also influence programmes.

2.3 Consultation

Not applicable.

2.4 Financial Implications

2.4.1 Transport for London has not provided funding for CPZs in 2006-07 but has allocated £20,000 for disabled persons parking spaces only.

2.4.2 The provisional capital programme for the next 3 years, subject to approval, is £300,000 for 2006/07, £200,000 for 2007/08 and £260,000 for 2008/09. The estimated costs of the proposed programme is shown in appendix E. It should be noted that the estimated costs have been prepared before consultation and design and are therefore very provisional.

2.4.3 The total contribution secured from developers for parking controls under Section 106 agreements is £210,000 (including Sainsbury's contribution) which will be utilised as the relevant schemes are progressed.

2.5 Legal Implications

2.5.1 Controlled Parking Zones can be introduced under powers given in Sections 6, 9 and 45 of the Road Traffic Regulation Act 1984.

2.6 Equalities Impact

Not Applicable.

2.7 Section 17 Crime and Disorder Act 1998 Considerations

Not Applicable.

Section 3: Supporting Information/Background Documents

Appendices:

Appendix A	Current priority list and programme
B	borough wide map of Controlled Parking Zones/Residents' Parking Schemes
C	List of related petitions received since last annual review
D	Proposed priority list for 2006/07, 5 year draft Borough Spending Plan programme and unprogrammed list.
E	Estimated costs of programme
F	Draft Parking and Enforcement Plan
G	Stages in preparing a CPZ
H	Streamlined consultation procedure

List other background papers that are available on request:

Previous annual reports, petitions.

mn/r-cpz annual report - 2006