



Highways Committee

Tuesday, 27 July 2010 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

J Moher (Chair)
Powney (Vice-Chair)
Beswick
Butt
Jones

first alternates

Councillors:

Thomas
Crane
John
Arnold
R Moher

Second alternates

Councillors:

For further information contact: Joe Kwateng, Democratic Services Officer,
020 8937 1354, joe.kwateng@brent.gov.uk

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The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item **Page**

1 Declarations of Personal and Prejudicial interests

Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

2 Minutes of the Previous Meeting Held on 19 January 2010 1 - 6

The minutes are attached.

3 Matters arising (if any)

4 Deputations (if any)

5 Petitions

- (a) The following petition has been verified by Democratic Services and contains in excess of 50 signatures:-

Harrow Road Corridor

This petition, submitted on behalf of local residents, requests the following:-

“We the undersigned petition the council to stop the closure of Berkhamsted Avenue and instruct the council to find alternative solutions that will not impede or hinder the residents living of Berkhamsted Avenue and surrounding streets and to arrange a consultation with an appropriate open day for all residents who will be affected to see the proposals first”.

A report in regarding this petition appears under Item 6 in the agenda.

- (b) The following petition has been verified by Democratic Services and contains in excess of 50 signatures:-

Speeding in the Temple Road Area

This petition, submitted on behalf of local residents, concluded with the following:-

“If you, like us feel that any delays in dealing with this speeding problem will result in a fatality, please sign the petition.”

The petition also suggested particular measures that should be undertaken in response to concerns about vehicle speeds.

A report in regarding this petition appears under Item 7 in the agenda.

- (c) The following petition has been verified by Democratic Services and contains in excess of 50 signatures:-

Proposed removal of street tree outside 148 Purves Road NW10

This petition, submitted on behalf of local residents, requests the following:-

“we the undersigned call upon Brent Council to not remove the mature tree from outside 148 Purves Road. Instead we call for further investigation of the causes of any perceived housing damage”.

A report in regarding this petition appears under Item 9 in the agenda.

6 Harrow Road Corridor Scheme

7 - 16

This report informs members of a recent consultation on a proposed Corridor Scheme for Harrow Road between Clifton Avenue and Monks Park. The scheme included a proposal to close Berkhamsted Avenue to vehicular traffic at its junction with Harrow Road. The report also advises the Committee of a petition received objecting to the element of the scheme that comprises the closure of Berkhamsted Avenue.

The report outlines the reasons for the scheme, the results of the consultation and the details of the petition. The report recommends that, aside from the closure of Berkhamsted Avenue, the scheme is progressed to the next stage and that officers undertake further engagement with the local community in order to determine an appropriate way forward on that element.

7 Speeding in the Temple Road Area

17 - 22

This report informs members of a petition received from residents of the Temple Road area regarding concerns about speeding and rat running within the area. Residents have previously been informed that the area has been prioritised for funding for traffic calming measures and that funding has been secured for the implementation of measures within the 2010/11 and 2011/12 financial years. However the petition illustrates that residents believe that action needs to take place earlier.

The report informs members of the processes necessary to implement a scheme, the constraints around the availability of funding for the scheme and explains why it is not practicable to bring the scheme forward. In the petition there are suggestions about particular measures that should be implemented to address local concerns. The report responds to those suggestions.

8 Report on Progress on the 2010/11 Controlled Parking Zones Programme 23 - 56

This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since it was agreed by Committee in January 2010.

9 Proposed Removal of Street Tree Outside Purves Road NW10 57 - 62

This report informs the Committee of a petition that was received from residents in Queens Park Ward objecting to the removal of a street tree outside 148 Purves Road NW10. The tree is the subject matter of a subsidence claim. The report also outlines the process undertaken by Officers when a subsidence claim is made and the reasons for the proposed removal of this particular tree.

10 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for Tuesday, 19 October at 7.00 pm.

11 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public.
 - Toilets are available on the second floor.
 - Catering facilities can be found on the first floor near The Paul Daisley Hall.
 - A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Tuesday, 19 January 2010 at 7.00 pm

PRESENT: Councillor D Brown (Chair), Councillor Wharton (Vice-Chair) and Councillors Detre and Van Colle

Also present: Councillors Dunwell, Jones, Long, Powney and Thomas

Apologies were received from: Councillors Matthews

1. **Declarations of Personal and Prejudicial Interests**

The Chair confirmed that he lived close to but not within the consultation area, in relation to Appendix B and that his mother, Councillor V Brown, lived within the consultation area of Appendix I of Item 5, Report on (i) Progress on the 2009/10 Controlled Parking Zones Programme and (ii) the Proposed 2010/11 Programme. However, he did not regard these as personal or prejudicial interests and remained present for discussion and to vote on this item.

2. **Minutes of the Previous Meeting Held on 18th November 2009**

RESOLVED:-

that the minutes of the previous meeting held on 18th November 2008 be approved as an accurate record of the meeting.

3. **Matters Arising (if any)**

None.

4. **Petitions**

Petition for Parking Availability on East Lane, along the Parade of Shops Adjacent to North Wembley Train Station

RESOLVED:-

that the petition on parking availability on East Lane, along the parade of shops adjacent to North Wembley train station, be noted.

5. **Report on (i) Progress on the 2009/10 Controlled Parking Zones Programme and (ii) the Proposed 2010/11 Programme**

Taher Chaudhary (Senior Engineer, Transportation Unit) introduced this item and drew Members' attention to the recommendations as set out in the report. Irfan Malik (Assistant Director – Streets and Transportation, Environment and Culture) added that the area south-east of Kingsbury Station referred to in the work programme was in Fryent ward and not Barnhill ward as it had been referred to.

During discussion, Councillor Wharton referred to Controlled Parking Zone (CPZ) Zone ST and commented that consideration needed to be given to future housing developments in Roundtree Road and Saunderton Road. Irfan Malik agreed that this issue be taken into account when considering the extension of CPZ Zone ST during the 2010/11 programme.

RESOLVED:-

- (i) that the petition received from businesses on East Lane be noted and it be agreed 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 decision (iv);
- (ii) that the decisions taken by the Head of Transportation in respect of the review of Controlled Parking Zone (CPZ) MW (as set out in paragraph 3.11 of the report) and CPZ HW extension (as set out at 3.17) be noted;
- (iii) that the consultation to be carried out with residents of the HY CPZ extension area as outlined at 3.19-3.21 be noted, and that it be agreed 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;
- (iv) that the proposed CPZ programme for the 2010/11 financial year as set out in the table at 3.22 to 3.24 be approved, subject to confirmation of the budget through the Council's 2010/11 budget setting process; and
- (v) that the Head of Transportation be authorised 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 be authorised to implement the schemes.

6. **Tubbs Road Councillor Call for Action - Recommendations from the Overview and Scrutiny Committee**

Members had before them a report with recommendations from the Overview and Scrutiny Committee who had considered the councillor call for action that had been submitted by Councillor Powney.

Councillor Jones addressed the Committee as the Chair of the Overview and Scrutiny Committee. She stated that there were no easy solutions to the traffic problems in the Tubbs Road area, however the Overview and Scrutiny Committee

had made a number of recommendations to this Committee to improve the situation. This included de-classifying Tubbs Road as an 'A' road, although it was acknowledged that this was outside the Council's authority and would require submissions to the Department for Transport. It was felt a de-classification would reduce the volume of traffic and the damage that it had done to street furniture, with the problem exacerbated by the narrowness of Tubbs Road. Councillor Jones then drew Members' attention to the recommendations as set out in the report.

Councillor Thomas, a ward councillor for the area concerned, stated that the volume of traffic had long been an issue and he asserted that Tubbs Road had the slowest moving traffic for an 'A' road in the entire country. He felt the situation would not improve until Tubbs Road was declassified as an 'A' road and he urged that the Council lobby the Department for Transport and Transport for London (TfL) for this to be undertaken.

Councillor Powney, who had submitted the councillor call for action and was a ward councillor for the area, reiterated support for the recommendations from the Overview and Scrutiny Committee and he suggested that banning right turns out of Furness Road into the High Street and adding signage would be particularly useful, whilst informing satellite navigation companies of the narrowness of Tubbs Road would be at no cost to the Council. He stressed that the volume of traffic and the resulting pollution were the largest concerns.

Members noted a written statement circulated by Beatrice Barleon prepared on behalf of local residents.

Councillor Detre spoke on behalf of Councillor Joseph, a ward councillor for the area concerned. Members heard that Councillor Joseph had attended a site visit with residents, officers and other councillors and had observed significant levels of traffic. Although there had been some improvements as a result of the introduction of a CPZ in the area, problems remained and measures were necessary to address the volume of traffic. Councillor Wharton enquired whether satellite navigation companies could be informed of the narrowness of Tubbs Road immediately.

In reply, Irfan Malik confirmed that satellite companies could be provided information about the narrowness of Tubbs Road immediately. He then drew Members' attention to the set of recommendations circulated at the meeting in response to those made by the Overview and Scrutiny Committee.

The Chair acknowledged the concerns of residents and councillors and stated that action would be taken where possible to address the high volume of traffic.

Members then agreed to the recommendations proposed by Irfan Malik.

RESOLVED:-

- (i) that the concerns of residents of Tubbs Road and Nightingale Road in relation to traffic conditions in those roads be noted;
- (ii) that it be noted that officers are currently undertaking work on an Area Based Scheme (ABS) for Harlesden, which if progressed, would improve the quality

of the public realm in Harlesden and could address parking and traffic issues;

- (iii) that the Head of Transportation be instructed to write to the Chair of the Overview and Scrutiny Committee and Kensal Green ward members to confirm that the scope of the Harlesden ABS includes development of proposals to address the issues identified by the Overview and Scrutiny Committee, including the possible introduction of banned turns and furthermore will include engagement with residents of Tubbs Road, Nightingale Road and adjacent streets to determine their preferred solutions;
- (iv) that the Head of Transportation be instructed to (a) undertake a review of the signage relating to the width restriction signage and make appropriate improvements; (b) install signage to direct drivers to the A40 via Scrubs Lane (A219); and (c) contact map providers with a view to ensuring that the Tubbs Road width restriction is identified on maps and satellite navigation systems; and
- (v) that the request for re-phasing the signals at the western end of Tubbs Road so as to avoid queuing in this road be acknowledged but it be noted that this is likely to encourage traffic to use Tubbs Road and that the Head of Transportation be instructed to work with Transport for London to ensure that any future changes to those signals do not increase queues in Tubbs Road.

7. Transportation Local Implementation Plan - Transport for London Capital Allocation 2010-2011

Adrian Pigott (Principal Transportation Planner) introduced the report which outlined changes to the allocation of funding from TfL and details of the allocation. He then drew Members' attention to the recommendations as set out in the report.

- (i) that the Transport for London capital allocation of £4,225,000 for the Transportation Local Implementation Plan for the 2010/11 financial year be noted;
- (ii) that the Head of Transportation be instructed to implement the schemes and initiatives as set out in the report and ensure their delivery using the allocated budget and resources, subject to compliance with the Council's standing orders and financial regulations; and
- (iii) that the Head of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if he considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

8. Date of Next Meeting

It was noted that the next meeting of the Highways Committee was scheduled for Tuesday, 16th March 2010 at 7.00 pm.

9. **Any Other Urgent Business**

None.

The meeting closed at 7.16 pm

D BROWN
Chair

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	<p style="text-align: center;">Highways Committee</p> <p style="text-align: center;">27th July 2010</p> <p style="text-align: center;">Report from the Head of Transportation</p>
<p>For Action Wards Affected: Tokyngton & Wembley Central</p>	
<p style="text-align: center;">Harrow Road Corridor Scheme</p>	

Forward Plan Ref: E&C/10-11/07

1.0 Summary

- 1.1 This report informs members of a recent consultation on a proposed Corridor Scheme for Harrow Road between Clifton Avenue and Monks Park. The scheme included a proposal to close Berkhamsted Avenue to vehicular traffic at its junction with Harrow Road.
- 1.2 The report advises the Committee of a petition received objecting to the element of the scheme that comprises the closure of Berkhamsted Avenue.
- 1.3 The report outlines the reasons for the scheme, the results of the consultation and the details of the petition. The report recommends that, aside from the closure of Berkhamsted Avenue, the scheme is progressed to the next stage and that officers undertake further engagement with the local community in order to determine an appropriate way forward on that element.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised during the consultation.
- 2.2 That Committee agrees to progress the implementation of all elements of the scheme except for the closure of Berkhamsted Avenue.
- 2.3 That Committee instructs officers not to progress the closure of Berkhamsted Avenue but to engage further with the local community, on alternative options to address the accident issues at the Berkhamsted Avenue junction, and to present a report on the results of that engagement to a subsequent meeting of the Committee for a decision.

2.4 That Committee authorises the Head of Transportation, in regards to all other elements of the project other than the closure of Berkhamsted Avenue, to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections back to this Committee where he thinks appropriate or to implement the order if there are no objections, or he considers the objections or representations are groundless or insignificant.

3.0 Detail

3.1 As a result of the high level of recorded personal injury accidents along Harrow Road between the North Circular Road and Wembley Hill Road (62 in the 3 years to March 2007) a study was undertaken within the 2007/2008 financial year to identify measures that could be implemented to address them.

3.2 Due to the scale of the works that were identified as a result of the study, the study area was subsequently divided into two sections, with the section between Clifton Avenue and Monks Park being prioritised for attention during the 2010/2011 financial year.

3.3 Local consultation was undertaken during April 2010 in accordance with the Transportation Unit's consultation policy, which was approved by Highways Committee on the 15th April 2003. The emergency services, Ward Councillor's residents, businesses and residents groups were engaged with as part of the consultation. A copy of the consultation document is attached as Appendix "A". The consultation document outlines all of the measures proposed as part of this scheme.

3.4 The Metropolitan Police's official response to the consultation was in support of the proposals. No questionnaires or comments were received from the fire or ambulance services.

3.5 Elsley County Primary School is located on at the bottom of Tokyngton Avenue and has entrances off of both Tokyngton Avenue and Berkhamsted Avenue. A consultation questionnaire was not received back from the school within the consultation period. However an email was received from the Head Teacher on 19th May 2010 objecting to the closure of Berkhamsted Avenue.

3.6 The response rate to the consultation was 15.4% (111 responses) with 55% supporting the proposals, 37.8% opposing them and 7.2% expressing no opinion.

3.7 However, almost all of the negative comments that were received during the consultation period, including those from roads other than Berkhamsted Avenue, were related to the proposed closure of Berkhamsted Avenue at its junction with Harrow Road.

3.8 The table below shows the consultation responses from residents of Berkhamsted Avenue and the responses received from other residents in the area. The table illustrates overall support for the scheme but significant opposition from the residents of Berkhamsted Avenue.

	Yes		No		No Opinion	
	No.	%	No.	%	No.	%
Berkhamsted Ave	7	22.6	22	71.0	2	6.4
All other roads	54	67.5	20	25.0	6	7.5

- 3.9 A full summary of the concerns expressed in response to the consultation, and officers' response to them, is attached at Appendix "B".
- 3.10 Additionally a petition, containing 88 verified signatures, was received by the Council in July 2010 and is reported here in accordance with standing orders.
- 3.11 The petition reads:

"We the undersigned petition the council to stop the closure of Berkhamsted Avenue and instruct the council to find alternative solutions that will not impede or hinder the residents living of Berkhamsted Avenue and surrounding streets and to arrange a consultation with an appropriate open day for all residents who will be affected to see the proposals first".

4.0 Discussion

- 4.1 The closure of Berkhamsted Avenue at its junction with Harrow Road was proposed as officers are of the view that this is the most effective way to prevent the types of the personal injury accidents (turning accidents) that are taking place at the junction from occurring.
- 4.2 Various other options were investigated. However officers are of the view that, overall, the closure of the junction would provide the greatest benefit to road safety and as such this proposal was taken forward to consultation.
- 4.3 The 2 main dis-benefits to closing Berkhamsted Avenue will be inconvenience for motorists and displacement of traffic onto surrounding roads however these are both seen to be relatively minor issues.
- 4.4 If the closure was implemented the longest detour to would increase motorists journeys by approximately 400 metres which at an average speed of 25mph, and assuming no delays, equals to an increased journey time of 35 seconds. This was considered an acceptable detour when compared to the road safety benefits gained.
- 4.5 Traffic flows on both Berkhamsted Avenue and Tring Avenue are generally light and it is officer's opinion that the estimated increase in traffic on Tring Avenue is acceptable when offset against the overall road safety benefits.
- 4.6 Speed surveys were carried out on Harrow Road during February 2010. Between Jesmond Avenue and Berkhamsted Avenue the 85th percentile speeds were recorded as 30.2mph for north-westbound traffic and 32mph for south-eastbound traffic. Between Bovingdon Avenue and Aldbury Avenue the 85th percentile speeds were found to be 28.2mph for north-westbound traffic and 30.6mph for south-eastbound traffic.

5.0 Conclusions

- 5.1 The results of the consultation illustrate overall support for the scheme with the exception of the proposed closure for Berkhamsted Road. The views expressed in the petition are consistent with the responses received from residents of Berkhamsted Avenue in their opposition to the closure.
- 5.2 In order to ensure maximum utilisation of the scheme budget and secure the road safety benefits flowing from the other elements of the scheme it is recommended that work on all elements of the scheme other than the closure of Berkhamsted Avenue should be progressed. This would not preclude any possible alternative solutions for the junction at Berkhamsted Avenue from being implemented at a later date.
- 5.3 As a response to the opposition to the road closure, as illustrated by the responses to the public consultation and petition, it is recommended that officers engage further with the local community on this element of the proposals. This engagement would cover discussion of a number of different options including the closure of the junction, one-way operation, a raised entry treatment and a “do nothing” option. This engagement would comprise meetings with ward members, residents representatives (including the lead petitioner) and the school. A public exhibition would be held as requested by the petitioners. Subsequent to that engagement a further report would be presented to this Committee for decision on a way forward.
- 5.4 It should be noted that it is still officer’s opinion that the closure of the junction will provide the biggest benefit to road safety.

6.0 Financial Implications

- 6.1 Officer time costs associated with the investigation and costs associated with the development and implementation of the scheme will be fully met via an allocation from Transport for London as part of the annual Local Implementation Plan process over the 2010/2011 and 2011/2012 financial years.

7.0 Legal Implications

- 7.1 A number of the elements of the scheme proposed for introduction at this time will require traffic and/or parking restrictions. These proposals would require the making of traffic regulation orders under the Road Traffic Regulations Act 1984, or a variation to existing orders. The procedures to be adopted for making the actual orders or varying existing orders are set out in the Local Authority Traffic Order (Procedures) (England & Wales) Regulation 1996
- 7.2 The Committee is requested to authorise the Head of Transportation to consider and reject objections or representations if he thinks appropriate prior to implementing the scheme following the statutory consultation process.

8.0 Diversity Implications

There are no significant diversity implications associated with the proposals that are the subject of this report. All public consultation material distributed as part of the scheme included a section written in the most common languages used in the borough with an explanation of how more information can be obtained.

The introduction of the scheme will provide a safer environment for all road users particularly the more vulnerable users like the disabled, elderly and children

9.0 Staffing/Accommodation Implications

None.

10.0 Environmental Implications

- 10.1 The implementation of the scheme will improve road safety and support sustainable forms of transport.

Background Papers

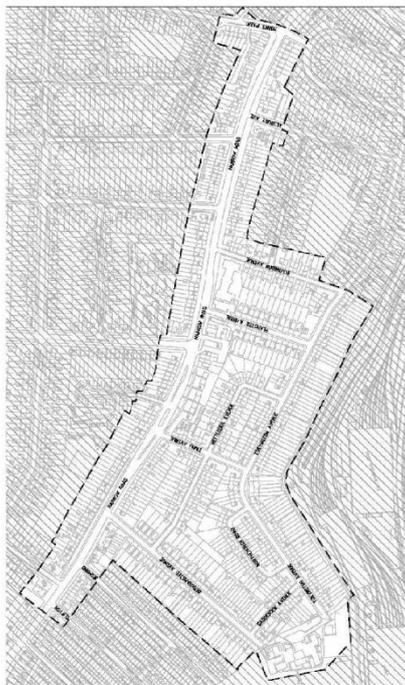
File TP871 Harrow Road Corridor Scheme

Contact Officers

Report author: Paul Smith, Policy and Design, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

**Tim Jackson – Head of Transportation
Directorate of Environment and Culture**

We are consulting residents/businesses in this area



Your views are important to us

Only the questionnaire issued by the Council should be used to respond to this consultation and no photocopies or other material will be considered.

Your response is protected as required by the Data Protection Act and cannot be identified.

We are consulting all residents directly affected by the proposal (shown on the map above), Ward Councillor's, local residents groups, the emergency services and other statutory groups.

If you would like further information please contact:

Paul Smith
Senior Traffic Engineer
Policy and Design
London Borough of Brent
Tel: 020 8937 5143

Consultation Officer
Transportation Unit
London Borough of Brent
Tel: 020 8937 5127

Our ref: TP871 – PS April 2010



Public Consultation
Harrow Road, Wembley – Corridor Scheme

What are the proposed improvements?
The proposed improvements are to:

- install raised entry treatments on Flamsted Avenue, Aldbury Avenue, Tring Avenue, Bovingdon Avenue, Clifton Avenue and Jesmond Avenue
- close the junction of Berkhamstead Avenue and Harrow Road to motor vehicles (pedal cycles will be allowed through), this is due to the high number of turning accidents at this junction
- install a cycle lane on the north-western side of Harrow Road, starting opposite Wyld Way and running up to Flamsted Avenue
- re-new the anti-skid surfacing on the approaches to two pedestrian crossings, one near to Monks Park and the other near to St Michael's Avenue
- lay new anti-skid surfacing on Harrow Road near to Aldbury Avenue
- enlarge the median strip near to St Michael's Avenue and introduce landscaping improvements including trees and grass
- modify the existing closure on Monks Park to allow pedal cycles to go through

Why are we proposing this scheme?

This scheme is the second phase of a 2 year programme to reduce the number of accidents on the length of Harrow Road between Wembley Hill Road and the North Circular Road. This stretch of Harrow Road has one of the worst accident records in the borough.

The first phase was carried out last year and focused on the area of Harrow Road between Wembley Hill Road and Jesmond Avenue. A number of improvements have been carried out including the installation of traffic signals at the junction of Harrow Road and Neeld Crescent.

As part of this phase we are looking at the stretch of Harrow Road between Berkhamstead Avenue and Monks Park. In the 3 year period between 1st September 2006 and 31st August 2009 there were 24 personal injury accidents on this stretch of Harrow Road.

The improvements outlined above are designed to reduce the types of accidents that have been occurring and also to improve facilities for vulnerable road users such as pedestrians and cyclists.

The closing date for this consultation is 26th April 2010
Returns received after this date will not be accepted.

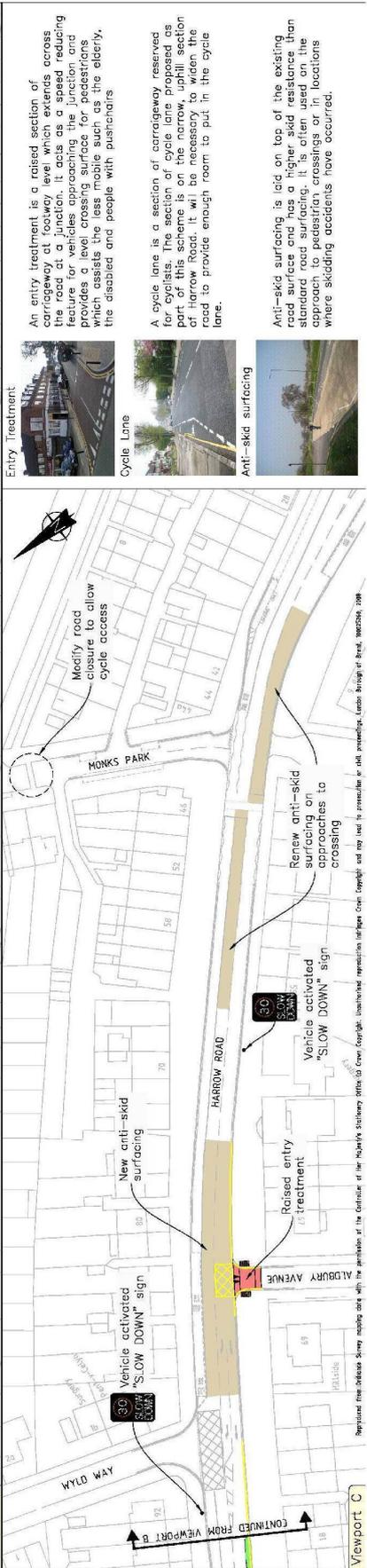
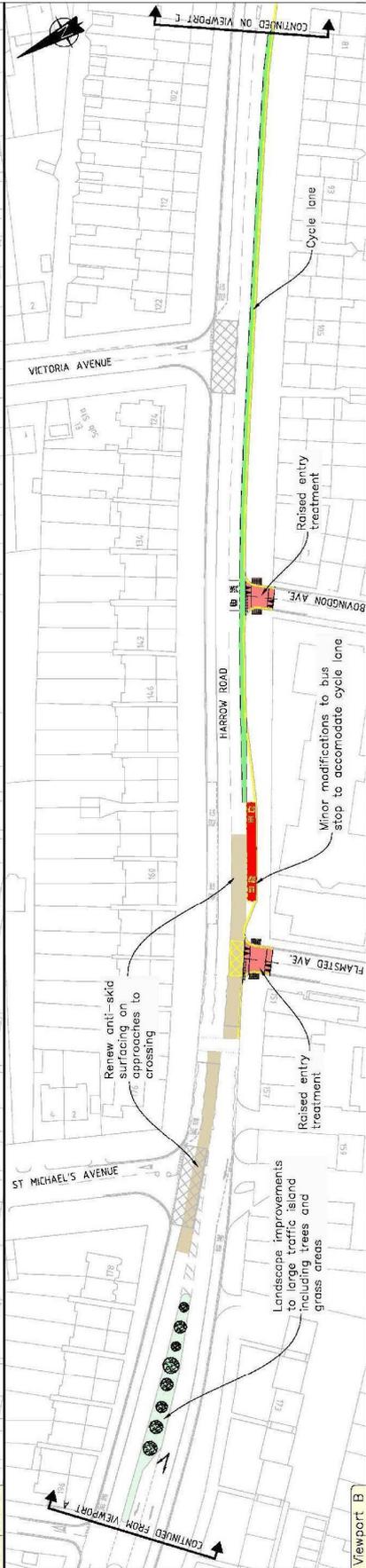
How to respond to this consultation?

We would like to hear your views on the proposal. Please complete the enclosed questionnaire and return it in the freepost envelope provided – no stamp is required.

**If you require this document in larger print please telephone
0208 937 5143 or 5127**



Brent Building a better borough



An entry treatment is a raised section of carriageway at footway level which extends across the road at a junction. It acts as a speed reducing feature for vehicles approaching the junction, and provides a level crossing surface for pedestrians which assists the less mobile such as the elderly, the disabled and people with pushchairs.

A cycle lane is a section of carriageway reserved for cyclists. The section of cycle lane proposed as part of this scheme is on the narrow, uphill section of Harrow Road. The raised section of the road to provide enough room to put in the cycle lane.

Anti-skid surfacing is laid on top of the existing road surface and has a higher skid resistance than standard road surfacing. It is often used on the approach to pedestrian crossings or in locations where skidding accidents have occurred.

APPENDIX B – Full summary of the issues of the concerns expressed in response to the consultation and officers’ response to them

The roads that would be directly affected by the closure of Berkhamsted Avenue at its junction with Harrow Road would be Berkhamsted Avenue, Tring Avenue, Gaddesden Avenue and Nettleden Avenue. Also, some of the residents on Harrow Road park their vehicles on Berkhamsted Avenue so are also affected. A breakdown of the negative comments received is below:

Berkhamsted Avenue

“Disagree with closing Berkhamsted Avenue...”

“...as it will cause inconvenience for residents” (5 comments)

It is accepted that closing the junction will cause some inconvenience for residents of Berkhamsted Avenue. The worst inconvenience will be to motorists travelling south-east on Harrow Road wanting to enter Berkhamsted Avenue. If the closure was implemented, to enter Berkhamsted Avenue the quickest route will be to turn into Tring Avenue and then Nettleden Avenue which leads to Berkhamsted Avenue. This route adds an additional 392 metres to the journey over turning directly into Berkhamsted Avenue from Harrow Road which at an average speed of 25mph, and assuming no delays, equals an additional 35 seconds.

“...as there are no/not many accidents at this junction” (3 comments)

There were 5 personal injury accidents at the junction of Berkhamsted Avenue in the 36 month period between 1/9/2006 and 31/8/2009 which is the highest number of accidents at one junction within the study area. There is very low traffic flow into and out Berkhamsted Avenue and for this number of personal injury accidents to have occurred in the study period it highlights the need for remedial action.

“...as the closure of the junction will not stop accidents” (3 comments)

Four of the five PIA’s at the junction of Berkhamsted Avenue and Harrow Road involved turning vehicles, 2 turning into Berkhamsted Avenue and 2 turning out of Berkhamsted Avenue. The other PIA at the junction involved a 3 vehicle rear end shunt on Harrow Road most likely caused by a vehicle slowing or stopping to turn into Berkhamsted Avenue. Closing the junction to vehicular traffic will prevent all of these accidents from occurring.

“...as the money would be better spent elsewhere” (2 comments)

The funding for the scheme is being made available from Transport for London as part of the 2010/2011 LIP settlement and is specifically for a corridor scheme on this section of Harrow Road and cannot be diverted to other areas.

“...as it will increase congestion on surrounding roads, especially at school start and end times” (10 comments)

Traffic surveys were carried out in the area week commencing 22nd February 2010 by means of laying automated traffic counters which recorded traffic volumes and speeds for 24 hour periods for a 7 day period. The weekday averages during the AM and PM peak periods are shown on the table below along with the estimated AM and PM peak flows if Berkhamsted Avenue was closed (assuming all vehicles that would have used Berkhamsted Avenue use Tring Avenue).

	Weekday Average	
	AM Peak	PM Peak
Berkhamsted Ave Eastbound	34.75	32.75
Berkhamsted Ave Westbound	89.25	36.00
Tring Ave Northbound	69.40	48.60
Tring Ave Southbound	48.20	45.00
Tring Ave Northbound (ESTIMATED)	104.15	81.35
Tring Ave Southbound (ESTIMATED)	137.45	81.00

As can be seen from the above table the traffic flows on both Berkhamsted Avenue and Tring Avenue are fairly light and it is officers opinion that the estimated increase in traffic on Tring Avenue is acceptable when offset against the road safety benefits.

Tring Avenue

No negative comments were received from any resident of Tring Avenue

Gaddesden Avenue

“Disagree with closing Berkhamsted Avenue as it will increase congestion on surrounding roads, especially at school start and end times” (2 comments)

As discussed above the volume of traffic that will be displaced by the closure of Berkhamsted Avenue at its junction with Harrow Road will be relatively small and is seen to be acceptable when offset against the road safety benefits closing the junction will bring.

Nettleden Avenue

“Disagree with closing Berkhamsted Avenue as it will increase congestion on surrounding roads, especially at school start and end times” (2 comments)

As discussed above the volume of traffic that will be displaced by the closure of Berkhamsted Avenue at its junction with Harrow Road will be relatively small and is seen to be acceptable when offset against the road safety benefits closing the junction will bring.

Negative comments regarding the proposed road closure were received from 2 households on Harrow Road. Both responses mentioned the inconvenience for residents, 1 comment was received stating that the closure of the junction will not stop accidents and 1 comment were concerned about the potential increase in traffic congestion on roads surrounding Berkhamsted Avenue, especially at school start and end times.

One of the responses from Harrow Road included a letter outlining why they were against the closure of Berkhamsted Avenue. This letter was signed by 4 other households on Harrow Road, 1 of the households who signed the letter has also returned their questionnaire stating that they are in support of the scheme, the other households who signed the letter did not return their questionnaires.

Negative comments regarding the proposed road closure were received from 3 households on Tokyngton Avenue which is close to Berkhamsted Avenue but not directly affected. Two of the comments received were concerned about the potential increase in traffic congestion on roads surrounding Berkhamsted Avenue, especially at school start and end times, 1 comment was regarding the inconvenience for residents and 1 comment was received stating that the closure of the junction will not stop accidents.

	<p style="text-align: center;">Highways Committee 27th July 2010</p> <p style="text-align: center;">Report from the Head of Transportation</p>
<p>For Action Wards Affected: Mapesbury</p>	
<p style="text-align: center;">Petition Regarding Speeding in the Temple Road Area</p>	

Forward Plan Ref: E&C 10/11 -03

1.0 Summary

This report informs members of a petition received from residents of the Temple Road area regarding concerns about speeding and rat running within the area.

Residents have previously been informed that the area has been prioritised for funding for traffic calming measures and that funding has been secured for the implementation of measures within the 2010/11 and 2011/12 financial years.

However the petition illustrates that residents believe that action needs to take place earlier.

The report informs members of the processes necessary to implement a scheme, the constraints around the availability of funding for the scheme and explains why it is not practicable to bring the scheme forward.

In the petition there are suggestions about particular measures that should be implemented to address local concerns. The report responds to those suggestions.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised.
- 2.2 That Committee instructs Officers to progress the scheme as quickly as practicable within the funding and procedural constraints set on the project.

3.0 Detail

- 3.1 A petition, under the auspices of the NorthWestTwo Residents Association, has been received by the Council from residents of the Temple Road area. The petition is seeking the early introduction of new traffic calming measures within the area. The petition has been verified as being in accordance with Standing Orders.

3.2 The full wording of the petition is attached in Appendix A and concludes:

“If you, like us, feel that any delays in dealing with this speeding problem will result in a fatality, please sign the tear off slip below...”

The petition also suggests particular measures that should be undertaken in response to concerns about vehicle speeds.

3.3 Correspondence was received from residents of the Temple Road area during 2009 expressing their concerns about speeding and rat running within the area and the road safety issues that this raised.

3.4 As part of the investigations into this correspondence it was determined that the area was already a 20mph zone. However, the speed of traffic on certain roads was in excess of that which was acceptable for a 20mph zone.

Officers also identified that, although the personal injury accident (PIA) levels had dropped by approximately 50% following the introduction of the 20 mph zone, accident levels were increasing again at certain locations.

It was therefore accepted that there was a need to make amendments to the existing 20mph zone.

3.5 Schemes to improve traffic conditions in Brent are chiefly funded by Transport for London (TfL) through the Local Implementation Plan (LIP) process. This is an annual process requiring programmes to be compiled and presented to TfL for approval on a set date, normally during the summer, for funding for the subsequent financial year.

When Brent submitted its most recent programme in 2009 to TfL for approval, a scheme to undertake a review (with a view to making improvements) of the existing 20mph zone in the Temple Road area was included.

3.6 The first step of any review is to carry out surveys, undertake discussions with key stake holders and review the PIA. Once this has been done then an initial design can be undertaken for measures to address the existing accident/speeding problems. Following this public consultation will be carried out. Subject to the outcomes of the consultation a final design will be produced taking on board the outcomes of the consultation. Once the consultation and final design is completed then it will require approval for implementation either via this Committee or under delegated authority by the Head of Transportation.

3.7 Once the implementation is approved the legal order making process can commence. This process (set down by National Legislation) takes between 4 and 6 months on its own. Only once this legal process has been completed can physical implementation of the measures be undertaken. These generally take around 3 months to complete.

3.8 The design, consultation and implementation of area based schemes, such as that envisaged for the Temple Road area, can be time consuming which is why they are normally undertaken over 2 financial years. Approval was therefore sought (and subsequently approved) from TfL for funding to undertake the design and consultation within the 2010/11 financial year and implementation during 2011/12.

- 3.9 Funding was approved by TfL in November 2009 and the concerned residents were subsequently informed of this, along with the timescale for scheme implementation.
- 3.10 Residents were, however, concerned that the timescale for the works was too long and this has resulted in the petition which implies that implementation should be brought forward and identifies specific measures that residents seek to be actioned as quickly as possible.

The timetabling of Highways Committee meetings has precluded this report being presented to Members before now.

- 3.11 Brent, along with all of the Greater London Authorities, is chiefly dependant on the funding of its Traffic Management/Speed Reduction schemes from this annual (LIP) allocation from TfL.

There are no other sources of funding available to fund this scheme or to implement measures in advance of the scheme.

- 3.12 The following section of the report sets out the officer position in relation to the specific issues/suggestions contained within the petition:

Concern about the visibility of 20mph zone entry signs on Temple Road.

The current arrangement/positioning of the signs is consistent with national guidance. However there maybe some benefit in combining these signs with the CPZ entry signs to improve their visibility. This will be looked into as part of the review.

Seek the introduction of additional 20mph zone boundary signs at the Mora Road end of Temple Road.

20mph zone entry signs can only be placed at the boundary of a 20mph zone and therefore they cannot be positioned at the Mora Road end of Temple Road. It would however be possible to consider placing some speed limit repeater signs within the zone. This will be considered within the review.

Legislation allows for the marking of the speed limit roundel markings on the carriageway in conjunction with a speed limit sign. They could therefore be introduced with the speed limit repeater signs.

The use of Variable Message Signs (VMS) within the Zone.

The use of variable message signs within the 20mph Zone can be considered as part of the review. However it is likely that vertical measures such as table junctions, entry treatment and speed cushions/humps will form an important element of the additional speed reducing measures as they have a long term impact of the speed of vehicles while VMS's tend to have a shorter term impact.

4.0 Financial Implications

- 4.1 Officer time costs associated with preparing this report and for the continued development of this project is funded by TfL as part of a £25,000 allocation (2010/11) for the Mora/Temple Road Neighbourhood Scheme..

5.0 Legal Implications

- 5.1 None at this time

6.0 Conclusions

Officers appreciate the concerns shared by residents of the Temple Road area about the traffic conditions there and, recognising those concerns, have prioritised the area for funding through annual the TfL LIP process.

Funding has been secured to progress a scheme over the 2010/11 and 2011/12 financial years.

This report explains the processes that need to be followed to ensure that a scheme that is appropriate and has general community support is introduced. Constraints over funding and process mean that it is not practicable to bring forward implementation into 2010/11. Even if the process could be shortened the funding regime is such that this would mean de-prioritising implementation of another scheme elsewhere in Brent.

Officers will however, recognising the concerns of residents, ensure that the scheme is progressed as quickly as practicable within the financial and process constraints that exist.

7.0 Diversity Implications

7.1 There are no significant diversity implications associated with the subject of this report. All public consultation material will include an explanation of how more information about the proposals can be obtained. It will be written and available in several languages that are commonly spoken in the Borough.

8.0 Staffing/Accommodation Implications

8.1 None.

Background Papers

None

Contact Officers

Chris Margetts, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446

Tim Jackson
Head of Transportation

Appendix A - Petition

NORTHWESTTWO RESIDENTS ASSOCIATION

Tel: 07531 404236 Email: NorthWestTwo@gmail.com Website: www.northwesttwo.co.uk

August 2009

Dear residents

SPEEDING

Temple/Langton/Wotton Road fall within the area of a 20 mph zone which was introduced in the 2005/06 Brent Council financial year.

Last week we took the number plate of a speeding "Mouchal" van and reported it to Thames Water. Thames Water checked the tracker in his van which showed a speed of 38 mph. The driver has been disciplined and the other drivers warned once again.

At last night's quarterly Mapesbury Ward Panel Meeting with Sgt Jackson and the SNT, one of the agreed priorities was this speeding issue and another police operation will be carried out.

It would help if:

- Lollipop 20 mph signs at the top of Temple/Edgware Roads are re-positioned
- Require 20 mph signs at both ends of Temple Road
- 20 mph signs on the road are repainted and repeated along the road.
- Flashing "slow your speed" sign (like in Anson Road).
The cost estimate for supply and erection of a VMS (variable message sign) electronic speed warning sign, which is normally placed onto existing lamp columns (to reduce the additional cost of erecting a new post in the footway) is £2,500 - £2,700. According to Brent Council this type of sign is quite effective in the first three month period, as after this period the drivers become accustomed to this signage and drivers reaction is not so effective in reducing vehicular speed along a road.
- Temple Road was not a rat run taking the brunt of the traffic from the Edgware Road.

Brent Council have asked for our area to be considered as a priority in the next round of bidding from the annual LIP funding process from TfL. Should this bid be successful funding would be available within 2010/11 financial year to design, consult and implement additional traffic management measures in the area to mitigate the ongoing problems.

If you, like us, feel that any delays in dealing with this speeding problem will result in a fatality, please sign the tear off slip below and leave it at Pravin Patel's newsagents at 28 Temple Rd.

To: Cllr Hayley Matthews

Date: 8-9-09

I/We support NorthWestTwo Residents Association's request for traffic calming measures to stop speeding in Temple / Langton / Wotton Roads and for Temple Road not to be the local rat run.

Name: ANTONIO M. S. E. O. Address: 3-5C, MICHAELS RD, N.W.2. 6XD

Email: Tel: (optional)

Signed: 

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	<p>Highways Committee 27th July 2010</p> <p>Report from the Head of Transportation</p>
For Action	Wards Affected: ALL
<p>Progress Report on 2010/11 Controlled Parking Zones (CPZ) programme.</p>	

Forward Plan Ref: **E&C-05/06-040**

1.0 Summary

1.1 This report informs the Committee of progress on the 2010/11 Controlled Parking Zones (CPZ) works programme since the programme was agreed by Committee in January 2010.

The agreed work programme is shown at 3.20.

2.0 Summary of recommendations

2.1 That Committee notes the progress on the agreed CPZ programme for the current financial year as detailed in 3.7 to 3.19 of this report.

2.2 That Committee notes the decision taken by the Head of Transportation with regard to extension of CPZ HY as set out in 3.4 of this report and delegates authority to the Head of Transportation to consider the re-consultation responses and then decide how to progress the scheme.

2.3 That Committee note the advice regarding schemes not progressing beyond local consultation as set out in 3.21 of this report and indicate to officers any areas of Brent that have significant parking problems and should be considered as “reserve” schemes for inclusion in the programme if resources become available

3.0 Details

Proposed extension to zone HY – Appendices A & B

3.1 The Committee will recall that at the November 2009 meeting they delegated authority to the Head of Transportation to consider the results of zone HY extension consultation and make appropriate decisions.

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- 3.2 Public consultation on the extension of HY CPZ was carried out between 29th January and 26th February 2010.
- 3.3 The Head of Transportation subsequently considered a report (Appendix A) on the results of that consultation.
- 3.4 After discussing the results of the consultation with local ward councillors, the Head of Transportation agreed to the introduction of controlled parking into a number of roads subject to further consultation taking place with residents within streets that did not support the introduction of controlled parking (Church Road (south side), Goodson Road, Hawkshead Road, Leopold Road, Outgate Road, Redfern Road, Roundwood Road (between Franklyn Road and Ambleside Road), Suffolk Road and West Ella Road) for the reasons that:
1. The displacement of parking from those roads where it is proposed to introduce controlled parking will increase parking stress in those with attendant problems,
 2. Funding may not be available in future to include these streets at a later date,
 3. The availability of off street parking is limited in these roads.
 4. The introduction of controls in a well defined area is preferable from an operational perspective.
- 3.5 The re-consultation (Appendix B) is in progress and will be completed prior to the summer holiday period.
- 3.6 The Committee is recommended to note the decisions made by the Head of Transportation in relation the extension of the zone HY CPZ consultation and agree the Head of Transportation be delegated authority to consider the re-consultation results and progress the scheme appropriately.

HW extension (Chadwick Road)

- 3.7 At the January 2010 meeting, Members were presented with a report that approved the inclusion of Chadwick Road within CPZ HW.
- 3.8 The implementation of the CPZ in Chadwick Road is now in progress and is expected to be complete by 6th September 2010.

MW review implementation

- 3.9 At the January 2010 Highways Committee meeting, Members were presented with a report which advised that the Head of Transportation, having considered the results of zone MW review public consultation, had agreed to change the days of operation of the zone (Monday-Saturday) to Monday-Friday. The Head of Transportation also agreed for officers to make minor changes to the existing parking controls so as to improve parking capacity.
- 3.10 The implementation of those changes to the scheme is now in progress and is programmed to be completed by 4th October 2010.

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Proposed controlled parking zone in Preston Area – Appendix C

- 3.11 Public consultation to introduce controlled parking zone in the Grasmere Road area (Preston) is in progress. A copy of the consultation document and questionnaire is appended to this report (Appendix C). The outcome of the consultation will be reported to the October Highways Committee.

Proposed controlled parking zone in Northwick Park Area – Appendix D

- 3.12 Public consultation to introduce controlled parking zone in the Northwick Avenue area (Northwick Park) is in progress. A copy of the consultation document and questionnaire is appended to this report (Appendix D). The outcome of the consultation results will be reported to the October 2010 Highways Committee meeting.

Proposed controlled parking zone in Alperton Area

- 3.13 Public consultation to introduce controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road (Alperton) is programmed to be carried out in September 2010. It is anticipated that the results of the consultation will be reported to the October 2010 Highways Committee meeting.

Proposed controlled parking zone in Sudbury Area

- 3.14 Public consultation to extend zone ST controlled parking to District, Central, Roundtree and Saunderton Roads is programmed to be carried out in September 2010. It is anticipated that the results of the consultation will be reported to the October 2010 Highways Committee meeting.

Proposed short term pay & display parking in East Lane – Appendix E

- 3.15 Public consultation to introduce short term pay & display parking in East Lane (north of North Wembley Station) to replace the existing free, short term bays is in progress. A copy of the plan is appended to this report (Appendix E). It is anticipated that the results of the consultation will be reported to the October 2010 Highways Committee meeting.

Proposed controlled parking zone in Fryent Area

- 3.16 Public consultation to introduce controlled parking in the area south east of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Avenue etc) will be carried out in September 2010. It is anticipated that the results of the consultation will be reported to the October 2010 Highways Committee meeting.

Proposed extension to zone GA CPZ – Appendix F

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- 3.17 Public consultation to extend zone GA CPZ to include Anson Road (part), Tracey, Henson and Gardiner Avenues is in progress. A copy of the consultation document and questionnaire is appended to this report (Appendix F). The results of the consultation will be reported to the October 2010 Highways Committee meeting.

Proposed controlled parking to Northwick Circle area

- 3.18 Public consultation, to introduce controlled parking in the area in the vicinity of Northwick Circle, including Draycott Avenue and the Ridgeway will be carried out in September 2010. It is anticipated that the results of the consultation will be reported to the October 2010 Highways Committee meeting

Minor changes to zones E, C and W

- 3.19 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 is in progress.

Programme of work 2010 / 11

- 3.20 An allocation of £390.000 has been made available for the 2010 -11 financial year of CPZ work programme. The Committee approved the programme of work set out in the table below at their January 2010 meeting.

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.	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.	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.	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.	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.	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).	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.	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.	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

3.21 Inevitably there are schemes within the programme where consultation demonstrates that there is no or limited support for the introduction of parking controls. This enables resources to be re-allocated to areas where there have been concerns over parking conditions and the introduction of controlled parking may be appropriate. The Committee may wish to identify or consider other areas that can be added to the programme as reserve schemes and progressed in the event that resources become available. Areas for consideration that have recently been identified by officers will be reported verbally to the Committee.

4.0 Financial Implications

4.1 An allocation of £390.000 has made been available for the 2010 -11 financial year of CPZ programme. Adequate provision therefore exists to progress the schemes that are the subject of this report.

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.

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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 statutory 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 of those schemes if there are no objections or only minor objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

6.1 There are no significant diversity implications associated with the proposals set out within this report.

All public consultation material includes an explanation of how more information about proposals can be obtained. This is available in several languages that are commonly spoken in the borough.

6.2 CPZ 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, decisions on hours, additional or shared facilities are taken “in the round” and may not provide 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

Hossein AmirHosseini, Team Leader – Parking, 020 8937 5188

Tim Jackson, Head of Transportation – 020 8937 5151

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Appendix - A

Delegated Authority Report on the consultation of zone HY extension

AMENDMENT TO PARKING CONTROLS

LOCATION: PROPOSED EXTENSION TO CONTROLLED PARKING ZONE HY

To Tim Jackson – Head of Transportation

From Gurdev Bharj - Traffic Management

Date 26th April 2010

1. AUTHORITY TO MAKE A DECISION

At the January 2010 Highways Committee, the Committee agreed to delegate authority to decide on this scheme to the Head of Transportation.

2. BACKGROUND AND PROPOSAL

2.1 HY controlled parking zone (CPZ) has been operational since December 2008 in Cobbold Road, Church Road, Ilex Road, Eric Road, Preston Gardens, Franklyn Road, Yewfield Road and parts of Roundwood Road and operates from 8.30am – 6.30pm, Monday to Friday.

2.2 In December 2009 the Zone was extended to Norfolk Road, Glynfield Road, Tunley Road, Conley Road, Essex Road, St. Thomas's Road, Fawcett Road and Fortunegate Road.

2.3 In response to a number of complaints received by the Council regarding displacement of parking in the uncontrolled surrounding streets residents/businesses were consulted in January/February 2010 to extend the zone further. The extent of the consultation is shown in the attached Appendix 1.

3. CONSULTATION RESULTS

3.1 Consultation took place from 29th January to February 26th 2010.

The consultation documentation is shown at Appendix 1. All residents and businesses within the uncontrolled area were consulted. Harlesden Ward Members were included in the consultation.

An analysis of the results of the consultation is provided at Appendix 2.

4. DISCUSSION

4.1 The overall response rate to the consultation was 21% which is relatively low for CPZ consultations. The response rate in individual streets ranged from 6% approx. (Outgate Road) to 33% approx. (Inman Road). There is no obvious correlation between roads with a higher response rate and their geographical location within the consultation area, the extent to which residents indicated they had parking problems or the level of support for the introduction of controls.

4.2 Overall, approximately half (48.5%) of respondents indicated that they had problems with parking in their street. In half of roads consulted (9 out of 16), the majority of respondents indicated that they experienced parking problems. However there was no consistency of response when analysed by road. Setting aside the roads where single responses were received, the strength of feeling ranged from 12% of respondents saying they had problems (in Butler Road) to 88% of respondents saying they had problems (in Inman Road).

There is no obvious correlation between roads where respondents say there are parking problems and location. Roads with perceived parking problems were distributed across the consultation area (and vice versa roads with no perceived parking problems).

Appendix – A Contin.

4.3 Overall, just less than half (46%) of respondents were supportive of the introduction of controls. In just less than half of the roads (7 out of 16) the majority of respondents supported the introduction of controls.

Again there was a variation in levels of support for the introduction of controls when the responses were analysed by road. Setting aside roads with a single response, support ranged from 12% (Butler Road) to 84% (Inman Road).

There was no clear and consistent correlation between the level of concern over parking problems and the level of support for parking controls.

In a number of roads the level of concern was high (Redfern Road - 72%) whilst the level of support for controls was less (Redfern Road - 44%). In other roads the level of concern was lower (Oldfield Road – 50%) whilst the support for controls was higher (Oldfield Road – 56%).+

This indicates that residents consider a variety of factors (cost, convenience, etc) in addition to pressure on parking space before forming a view on whether or not to support the introduction of parking controls.

4.4 The majority of respondees indicated support for the introduction of controls in the following 6 roads:

- Ambleside Avenue
- Brownlow Road
- Curzon Crescent
- Inman Road
- Northcote Road
- Oldfield Road

In Marian Way respondees were neither in support nor opposed to the introduction of controls.

The majority of respondees were opposed to the introduction of controls in the following 8 roads:

- Church Road
- Goodson Road
- Hawkshead Road
- Leopold Road
- Outgate Road
- Redfern Road
- Roundwood Road
- West Ella Road

No responses were received from Suffolk Road.

4.5 The absence of a clear geographical distribution of roads where there is a perception of parking problems or clear support for the introduction of controls, linked to the relatively low response rate overall makes it difficult to recommend a clear course of action at this time.

It is clear that the introduction of controls in those roads where there is a level of support for controls is likely to displace parking (and hence increase concern) in nearby roads where there is currently less perception of problems and support for controls.

To do nothing at this time would disappoint those residents who are experiencing problems and, by virtue of the consultation, have an expectation that controls will be introduced.

Appendix – A Contin.

To introduce controls in only those roads where there is support will only result in problems and a demand for further action at a later date when additional resources may not be available.

4.6 Ward Members were invited to discuss the results of the consultation and indicate their views on a possible way forward at a meeting with officers on 16th April 2010.

Following that meeting and after further consideration of the issues it is recommended that:

- (i) An “in principle” decision to introduce controlled parking in the following roads is made:
 - Ambleside Road
 - Brownlow Road
 - Curzon Crescent
 - Inman Road
 - Northcote Road
 - Oldfield Road
 - Marian Way

- (ii) That the residents of the following roads are re-consulted as to their views in the light of the “in principle” decision to introduce controls in adjacent roads:
 - Church Road (south side)
 - Goodson Road
 - Hawkshead Road
 - Leopold Road
 - Outgate Road
 - Redfern Road
 - Roundwood Road (part between Franklyn Road and Ambleside Road)
 - Suffolk Road
 - West Ella Road

prior to the scheme being progressed further.

5. RECOMMENDATION

The Head of Transportation is recommended to approve a re-consultation in the roads listed below to provide another opportunity to the residents/businesses to reconsider the proposals for the following reasons:

1. The displacement of parking will increase parking stress in the streets, and may cause tension between the residents.
2. Funding may not be available in future to include these roads at a later date.
3. The availability of off street parking is limited in these roads.

For the reasons stated above it is recommended that a re-consultation should take place in the following roads before the scheme is progressed any further:

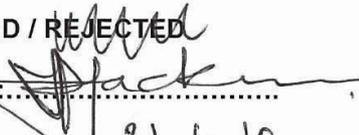
- CHURCH ROAD (on south side only)
 - GOODSON ROAD
 - HAWKSHEAD ROAD
 - LEOPOLD ROAD
 - OUTGATE ROAD
 - REDFERN ROAD
 - ROUNDWOOD ROAD (part between Franklyn Road and Ambleside Road)
 - SUFFOLK ROAD
 - WEST ELLA ROAD
-

Appendix – A Contin.

APPENDICES

- 1. A copy of the Consultation document and Questionnaire
- 2. Consultation Results

AGREED / REJECTED

Signed: 

Date: 21.6.10.

**Tim Jackson
HEAD OF TRANSPORTATION**

Appendix – A Contin.

APPENDIX 1

Our ref: TP832-HY ext. phase 3
January 2010



Public Consultation

Proposed Extension to Zone HY Controlled Parking

In 2008, following consultation, the Council implemented the HY Controlled Parking Zone (CPZ) to include Yewfield Road, Cobbold Road, Ilex Road and parts of Roundwood Road and Church Road.

In December last year following further consultation, the CPZ was extended to include Norfolk Road, Glymfield Road, Tunley Road, St. Thomas's Road, Fortunegate Road, Fawcett Road, Conley Road and Essex Road.

However, since the changes came into operation on 1st of December 2009 the Council has received a number of complaints from the residents in streets around the extended CPZ. The complaints are that the recent changes have made parking much more difficult in roads outside the CPZ.

The Council is therefore consulting residents in those streets shown on the map overleaf asking for views on a further extension of the HY CPZ.

You are requested to indicate on the attached questionnaire, whether you now wish to be included in the CPZ ZONE HY. Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ, by Friday 26th of February 2010.**

Once responses to the consultation have been considered a decision will be made by the Head of Transportation. Once the decision is made an information letter will be sent informing you of the decision.

Please be assured that a CPZ will only be implemented if there is majority support otherwise the Council will not proceed. **If majority support is identified the CPZ will be progressed and your streets will be amalgamated with the existing Zone HY which operates on Monday to Friday, 8.30 am to 6.30 pm excluding Bank Holidays.**

A brief reminder of how CPZ's operate generally is provided below:

- All the kerbside space will be controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Permit charges are shown overleaf.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZ's introduced elsewhere has shown that residents are generally able to park closer to their homes, even where there is a high density of residents.
- Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your Zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping areas; a larger zone may encourage permit holders to drive and park within the zone in bays near shops or rail stations, thereby inconveniencing residents close to these amenities.

Appendix – A Contin.

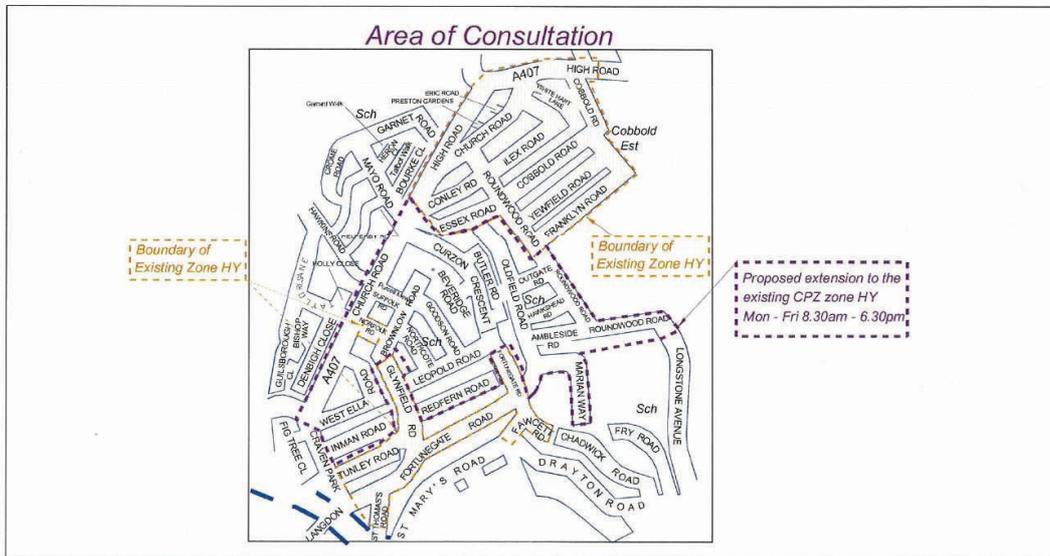
Current controlled parking zone permit charges

Type of Permit	1 Year Charge	6 Months Charge	3 Months Charge
1st Resident Permit • Electric Vehicle • Vehicle up to 1200 cc registered before 1 st April 2001 • DVLA bands A & B (CO ₂ emissions up to 120 g/km) for vehicles registered after 31 st March 2001. Currently Motor bike parking is Free (Only vehicle registration document / logbook is accepted as the proof of engine size/emissions)	FREE	FREE	FREE
All other vehicles	£ 50	£ 31	£ 18.50
2nd Resident Permit	£ 75	£ 43.50	£ 24.75
3rd Resident Permit	£ 100	£ 56	£ 31
Visitor Household Permit	£ 100	£ 56	£ 31
Business Livered Permit	£ 180	£100	£ 60
Business Permit	£ 300	£ 160	£ 90
Blue Badge Holders	FREE		
Doctor's Exempt Permit	£ 150 per year		
Temporary Permit	£ 5 per month		
Replacement Permit (Lost, stolen or defaced permit)	£ 5 per re-print.		
Change of Vehicle	First two changes are free of charge. There after, £ 5 per change.		
Visitor scratch cards	£1 a scratch card for the first 150 scratch cards and £2 a scratch card thereafter		
Pay and display	40p for 20 minutes, £1 for 40 minutes, £1.80 for 1 hour, £4 for 2 hours and £6 for 4 hours		

If you require further information regarding the proposals or wish to discuss any specific issues, please contact Gurdev Bharj, Senior Engineer on 020 8937 5186.

Tim Jackson
Head of Transportation

We are consulting residents/businesses in this area



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Appendix – A (Questionnaire)

Our ref: TP832-HY ext. phase 3

January 2010



Questionnaire

PROPOSED EXTENSION TO ZONE HY CPZ

Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by Friday 26th February 2010. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.**

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation Results will generally be available within one month of the closing date

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

**If you require this document in larger print please
telephone 0208 937 5127 or 5518**

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Appendix – A Contin.

Proposed Extension to CPZ zone HY - Phase 3 - Public Consultation Analysis :-
QUESTIONS ASKED:

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

Question 2 -Are you in favour of being included in CPZ zone HY which operate between 8.30am to 6.30pm Monday to Friday?

Road Name	Questionnaires		Percentage Response	Question 1		Percentage	Question 2		Percentage	Overall	
	Delivered	Returned		Yes	No		Yes	No		Yes	No
AMBLESIDE ROAD	44	11	25.00%	8	3	72.73%	5	5	54.55%	Ok	Ok
BROWNLOW ROAD	140	27	19.29%	14	13	51.85%	14	12	53.85%	Ok	Ok
BUTLER ROAD	92	9	9.78%	1	7	12.50%	1	7	12.50%		
CHURCH ROAD	212	31	14.62%	10	21	32.26%	11	19	36.67%		
CURZON CRESCENT	117	18	15.38%	9	9	50.00%	11	7	61.11%	Ok	Ok
GOODSON ROAD	41	9	21.95%	2	7	22.22%	2	7	22.22%		
HAWKSHEAD ROAD	19	5	26.32%	2	3	40.00%	1	4	20.00%		
INMAN ROAD	76	25	32.89%	22	3	88.00%	21	4	84.00%	Ok	Ok
LEOPOLD ROAD	116	24	20.69%	5	16	21.74%	5	19	20.83%		
MARIAN WAY	42	12	28.57%	7	4	63.64%	6	6	50.00%	Ok	Ok
NORTHCOTE ROAD	11	1	9.09%	1	0	100.00%	1	0	100.00%	Ok	Ok
OLDFIELD ROAD	137	54	28.88%	26	26	50.00%	30	24	55.56%	Ok	Ok
OUTGATE ROAD	17	1	5.88%	0	1	0.00%	0	1	0.00%		
REDFERN ROAD	97	18	18.56%	13	5	72.22%	8	10	44.44%	Ok	
ROUNDWOOD ROAD	180	45	25.00%	23	21	52.27%	20	23	46.51%	Ok	
WEST ELLA ROAD	91	23	25.27%	6	17	26.09%	5	17	22.73%		
TOTAL	1482	313	21.12%	149	158	48.53%	142	165	46.25%		

Appendix – B

Proposed HY re consultation

Our ref: TP891-HY ext. phase 4
June/July 2010



Dear Resident/Business,

The existing "HY" Controlled Parking Zone (CPZ) operates Monday - Friday between 8.30am - 6.30pm, as shown in Orange on the map overleaf.

You might recall that, earlier this year, the Council consulted you on proposals to extend the CPZ into your road. During the consultation, the majority of residents/businesses in the following roads told us that they would like the CPZ extended into their road:

- AMBLESIDE ROAD, BROWNLOW ROAD, CURZON CRESCENT, INMAN ROAD, NORTHCOTE ROAD, OLDFIELD ROAD, MARIAN WAY and ROUNDWOOD ROAD (part between Ambleside Road and Longstone Avenue). These roads are shown in Green on the map.

If the Council were to extend the CPZ into those roads it is likely that some of the parking and parking problems, in those roads would be displaced into roads nearby.

Before a decision is made about extending the CPZ the Council has decided to re-consult the following roads:

- ROUNDWOOD ROAD (part between Franklyn Road and Ambleside Road), OUTGATE ROAD, HAWKSHEAD ROAD, LEOPOLD ROAD, REDFERN ROAD, GOODSON ROAD, SUFFOLK ROAD, WEST ELLA ROAD, CHURCH ROAD (South side only). The roads are shown in Red on the map.

It is important that we understand residents views.

Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ, by Friday 30th of July 2010.**

Once the consultation period has closed, the responses will be analysed and a decision on extending the CPZ will be made. Once that decision has been made all the residents/businesses will be notified by letter.

A brief reminder of how CPZ's operate generally:

- All the kerbside space is controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, disabled, emergency services and refuse collection.
- Parking is allowed in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents need to purchase permits if they, or their visitors, wish to park in the designated parking bays during the scheme's operational hours.
- CPZ,s are intended to give the permit holders priority use of the parking spaces during scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZ's introduced elsewhere has shown that residents are generally able to park closer to their homes, even where there is a high density of residents.
- Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your Zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping

Appendix – B Contin.

areas; a larger zone may encourage permit holders to drive and park within the zone in bays near shops or rail stations, thereby inconveniencing residents close to these amenities.

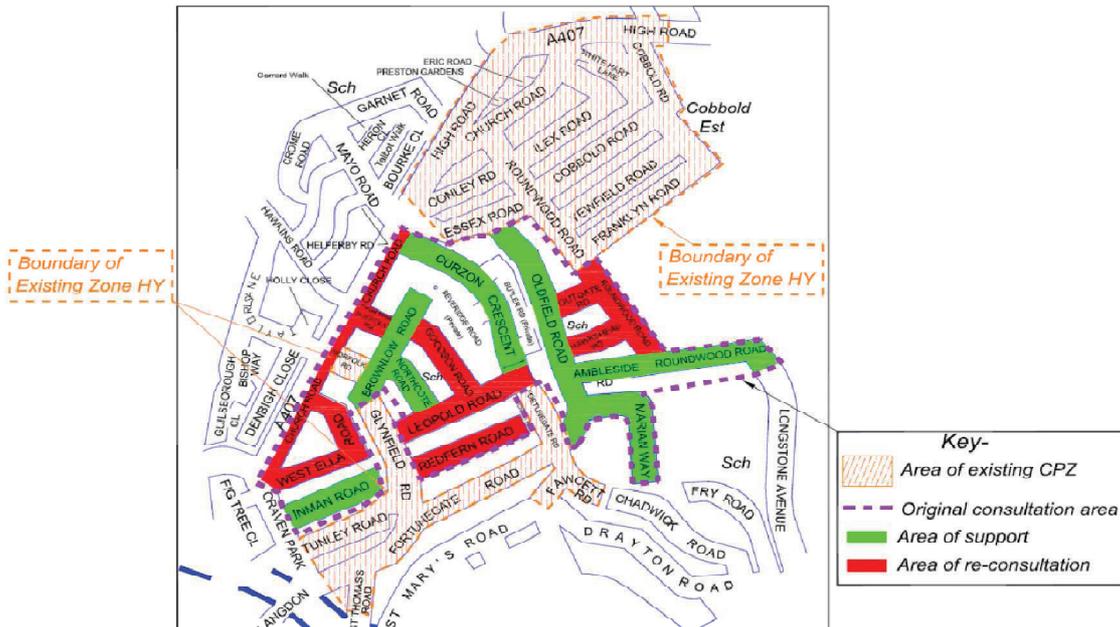
If you require any further information regarding the consultation or wish to discuss any specific issues, please contact Gurdev Bharj, Senior Engineer on 020 8937 5186.

Tim Jackson
Head of Transportation

Current controlled parking zone permit charges

Type of Permit	1 Year Charge	6 Months Charge	3 Months Charge
1st Resident Permit • Electric Vehicle • Vehicle up to 1200 cc registered before 1 st April 2001 • DVLA bands A & B (CO ₂ emissions up to 120 g/km) for vehicles registered after 31 st March 2001, Currently Motor bike parking is Free (Only vehicle registration document / logbook is accepted as the proof of engine size/emissions)	FREE	FREE	FREE
All other vehicles	£ 50	£ 31	£ 18.50
2nd Resident Permit	£ 75	£ 43.50	£ 24.75
3rd Resident Permit	£ 100	£ 50	£ 31
Visitor Household Permit	£ 100	£ 56	£ 31
Business Livered Permit	£ 180	£ 100	£ 60
Business Permit	£ 300	£ 180	£ 90
Blue Badge Holders	FREE		
Doctor's Exempt Permit	£ 150 per year		
Temporary Permit	£ 5 per month		
Replacement Permit (Lost, stolen or defaced permit)	£ 6 per re print.		
Change of Vehicle	First two changes are free of charge. There after, £ 5 per change.		
Visitor scratch cards	£1 a scratch card for the first 150 scratch cards and £2 a scratch card thereafter		
Pay and display	40p for 20 minutes, £1 for 40 minutes, £1.80 for 1 hour, £4 for 2 hours and £6 for 4 hours		

We are consulting residents/businesses in this area



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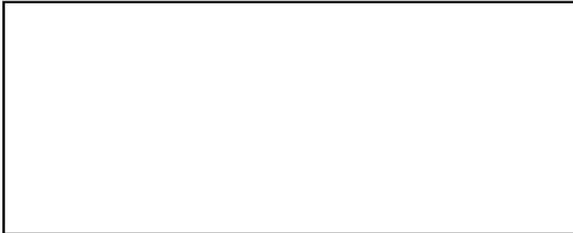


Brent – building a better borough

Appendix – B (Questionnaire)

Our ref: TP891-HY ext. phase 4

June/July 2010



Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by Friday 30th July 2010. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.**

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation
Results will generally be available within one month of the closing date

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

**If you require this document in larger print please
telephone 0208 937 5127 or 5518**



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Appendix - C

Proposed Preston Area CPZ

Our ref: TP 893



Proposed Controlled Parking Zone – Consultation

Brent Council is considering introducing controlled parking zone (CPZ) in the Grasmere Avenue area shown on the map overleaf to improve road safety, improve access for pedestrians and cyclists, and provide easier access to parking in the area. This is in response to a petition and concerns received from local residents and businesses last year.

As a resident / business of the area from which complaints have been received you are asked to indicate on the attached questionnaire, whether you now wish to be included within the proposed CPZ area. Please therefore complete the questionnaire and return it in the **FREEPOST** envelope enclosed by **19th July 2010**.

The result of the consultation along with officers' recommendations will be reported to Highways Committee meeting for a decision. Once a decision is made an information letter will be delivered to the area informing you of the details of that decision.

A draft design of the parking arrangements for the proposed area has been prepared and will be in display at the Preston Library, Carlton Avenue East, Wembley, HA9 8PL from **19th June 2010 till 19th July 2010**. Council officers will be in attendance in the Library on the following days to discuss the proposals and answer any questions you may have:

DATE	TIME	DATE	TIME
Saturday 19.6.2010	2pm – 5pm	Thursday 24.6.2010	5pm – 8pm
Tuesday 22.6.2010	11am – 2pm	Saturday 26.6.2010	2pm – 5pm

Please be assured that a CPZ will only be implemented if there is a majority support in a clearly defined area otherwise the Council will not proceed. If majority support is identified the CPZ will be progressed for implementation.

A brief reminder of how CPZ's operate generally is provided below:

- All the kerbside space will be controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, the disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Current permit charges are shown overleaf.
- Blue Badge holders may park their vehicle without payment and without time limit in a permit holders bay provided that a valid disabled persons' badge is displayed.
- 'Pay & Display' parking will be between 1 to 4 hours maximum stay and the current cost of parking in these bays will be from 40 pence for 20 minutes to £6 for up to 4 hours.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZ's introduced elsewhere in the Kilburn and Willesden area has shown that residents are generally able to park close to their homes, even where there is a high density of residents.
- Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your Zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping areas; a larger zone may encourage permit holders to drive and park within the zone in bays near shops or rail stations, thereby inconveniencing residents close to these amenities.

We look forward to receiving your completed questionnaire although should you require any further information regarding the above, please contact the Policy and Design Team on 020 8937 5132 / 5124/ 5127.

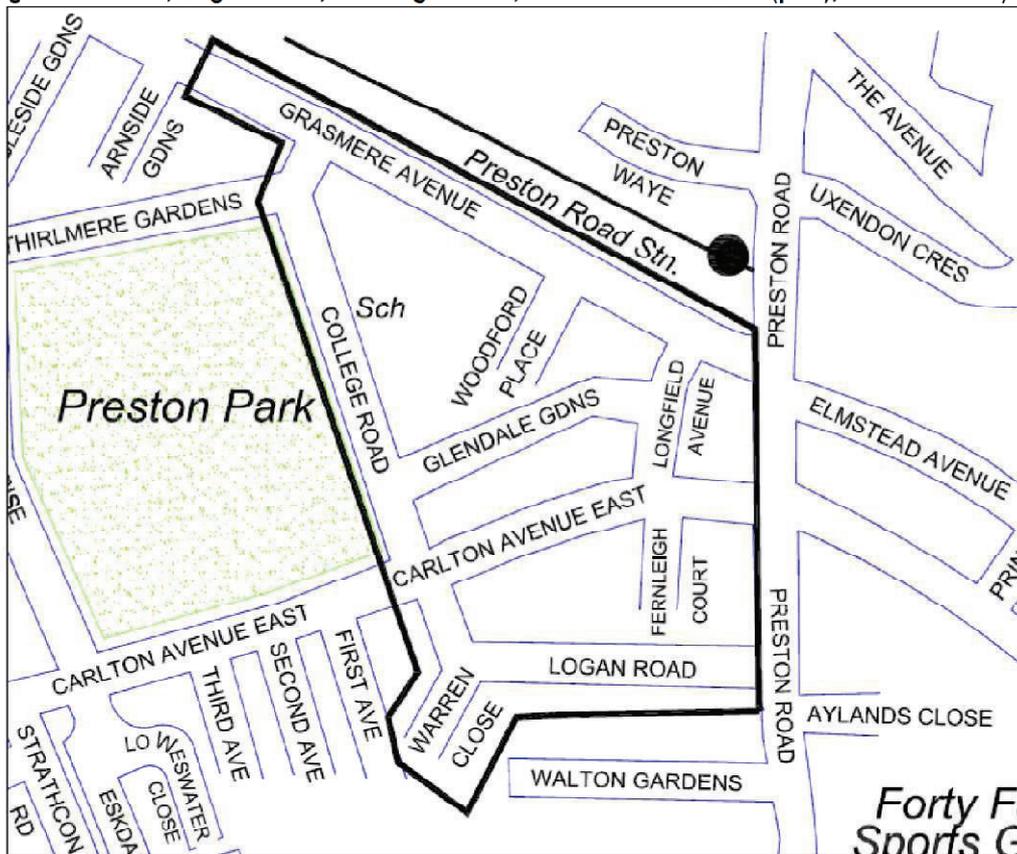
Appendix – C contin.

Controlled parking zone permit charges

Type of Permit	1 Year	6 Months	3 Months
	Charge	Charge	Charge
1st Resident Permit			
<ul style="list-style-type: none"> • Electric Vehicle • Vehicle up to 1200 cc registered before 1st April 2001 • DVLA bands A & B (CO₂ emissions up to 120 g/km) for vehicles registered after 31st March 2001 (Only vehicle registration document / logbook is accepted as the proof of engine size/emissions)	FREE	FREE	FREE
All other vehicles	£ 50	£ 31	£ 18.50
2nd Resident Permit	£ 75	£ 43.50	£ 24.75
3rd Resident Permit	£ 100	£ 56	£ 31
Visitor Household Permit	£ 100	£ 56	£ 31
Business Livered Permit	£ 180	£ 100	£ 60
Business Permit	£ 300	£ 160	£ 90
Doctor's Exempt Permit	£ 150 per year		
Temporary Permit	£ 5 per month		
Replacement Permit (Lost, stolen or defaced permit)	£ 5 per re-print		
Change of Vehicle	First two changes are free of charge. There after, £ 5 per change		

Proposed Controlled Parking Zone

Affected streets (Grasmere Avenue (part), College Road, Woodford Place, Glendale Gardens, Longfield Avenue, Logan Road, Fernleigh Court, Carlton Avenue East (part), Warren Close)



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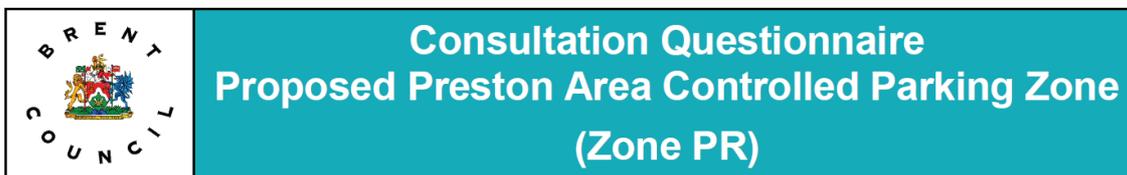


Brent – building a better borough

Appendix – C (Questionnaire)

Our ref: TP- 893

June / July 2010



Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **19th July 2010**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation
Results will generally be available after a decision has been made.

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

**If you require this document in larger print please
telephone 0208 937 5127**



Appendix – C Contin.

Question 1	
Do you have parking problems in your street?	
Yes <input type="checkbox"/>	No <input type="checkbox"/> No Opinion <input type="checkbox"/>
Question 2	
Are you in favour of CPZ for your street?	
Yes <input type="checkbox"/>	No <input type="checkbox"/> No Opinion <input type="checkbox"/>
Question 3	
What are your preferred operational hours for the CPZ?	
Monday to Friday 10am to 3pm	<input type="checkbox"/>
Monday to Friday 10am to 9pm	<input type="checkbox"/>
Monday to Friday 8.30am to 6.30pm	<input type="checkbox"/>
If you don't indicate any of the above, please mention your preference days and hours of operation.	
Question 4	
Are you in favour of the scheme operating on Saturdays?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Question 5	
Are you in favour of the scheme operating on Bank Holidays?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Comments	
Do you have any comments about the proposals? Please be brief and write clearly.	

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation,
please call Policy and Design Team on 020 8937 5132 / 5124

Appendix – D

Proposed Northwick Avenue area CPZ

Our ref: TP 894 June / July 2010



Proposed Controlled Parking Zone – Consultation

Brent Council is considering introducing a controlled parking zone (CPZ) in the Northwick Park area shown on the map overleaf to improve road safety, improve access for pedestrians and cyclists, and provide easier access to parking in the area. This is in response to concerns received from local residents & businesses.

As a resident/business of the area from which complaints have been received you are asked to indicate on the attached questionnaire, whether you wish to be included within the proposed CPZ area. Please therefore complete the questionnaire and return it in the **FREEPOST** envelope enclosed by **23rd July 2010**.

The result of the consultation along with officers' recommendations will be reported to Highways Committee meeting for a decision. Once a decision is made an information letter will be delivered to the area informing you of the details of that decision.

A draft design of the parking arrangements for the proposed area has been prepared and will be in display at the Preston Library, Carlton Avenue East, Wembley, HA9 8PL from **24th June 2010 till 23rd July 2010**. Council officers will be in attendance in the Library on the following days to discuss the proposals and answer any questions you may have:

DATE	TIME	DATE	TIME
Thursday 24.6.2010	5pm – 8pm	Saturday 26.6.2010	2pm – 5pm
Tuesday 06.07.2010	11am – 2pm	Saturday 10.07.2010	2pm – 5pm

Please be assured that a CPZ will only be implemented if there is a majority support in a clearly defined area otherwise the Council will not proceed. If majority support is identified the CPZ will be progressed for implementation.

A brief reminder of how CPZ's operate generally is provided below:

- All the kerbside space will be controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, the disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Current permit charges are shown overleaf.
- Blue Badge holders may park their vehicle without payment and without time limit in a permit holders bay provided that a valid disabled persons' badge is displayed.
- 'Pay & Display' parking will be between 1 to 4 hours maximum stay and the current cost of parking in these bays will be from 40 pence for 20 minutes to £6 for up to 4 hours.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZs introduced elsewhere has shown that residents are generally able to park close to their homes, even where there is a high density of residents.
- Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your Zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping areas; a larger zone may encourage permit holders to drive and park within the zone in bays near shops or rail stations, thereby inconveniencing residents close to these amenities.

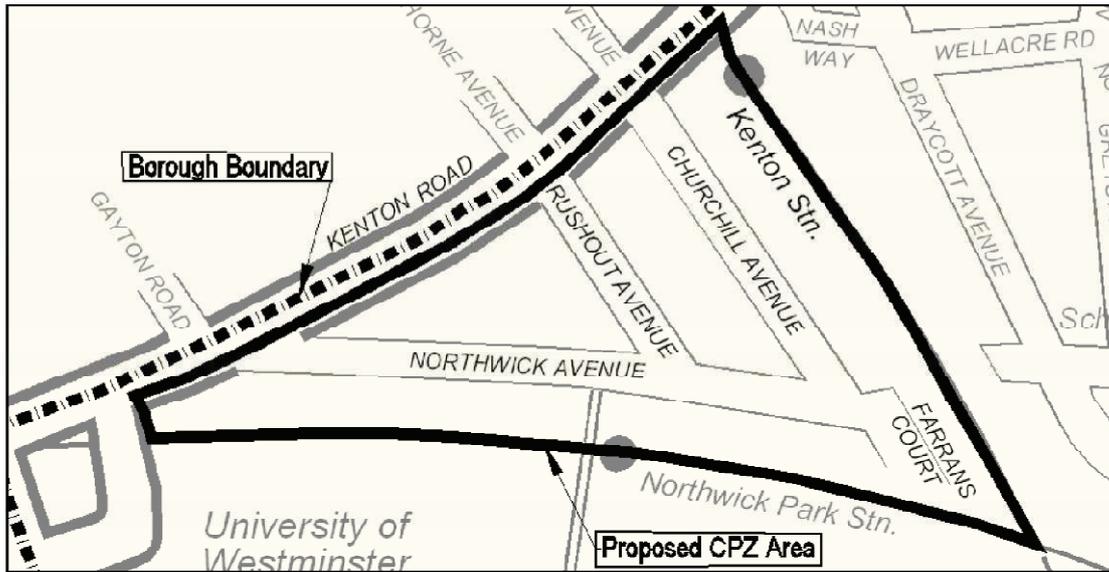
We look forward to receiving your completed questionnaire although should you require any further information regarding the above, please contact the Policy & Design Team on 020 8937 5132 / 5124/ 5127.

Appendix – D Contin.

Controlled parking zone permit charges Proposed Controlled Parking Zone

Type of Permit	1 Year	6 Months	3 Months
	Charge	Charge	Charge
1st Resident Permit	FREE	FREE	FREE
<ul style="list-style-type: none"> • Electric Vehicle • Vehicle up to 1200 cc registered before 1st April 2001 • DVLA bands A & B (CO₂ emissions up to 120 g/km) for vehicles registered after 31st March 2001 (Only vehicle registration document / logbook is accepted as the proof of engine size/emissions)			
All other vehicles	£ 50	£ 31	£ 18.50
2nd Resident Permit	£ 75	£ 43.50	£ 24.75
3rd Resident Permit	£ 100	£ 56	£ 31
Visitor Household Permit	£ 100	£ 56	£ 31
Business Livered Permit	£ 180	£100	£ 60
Business Permit	£ 300	£ 160	£ 90
Doctor's Exempt Permit	£ 150 per year		
Temporary Permit	£ 5 per month		
Replacement Permit (Lost, stolen or defaced permit)	£ 5 per re-print.		
Change of Vehicle	First two changes are free of charge. There after, £ 5 per change.		

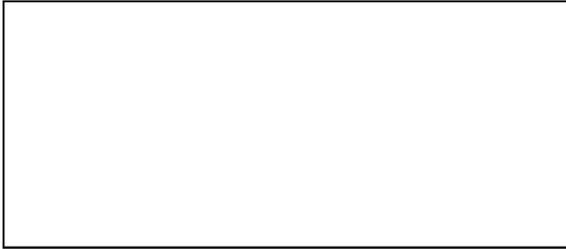
Affected streets; Kenton Road, Northwick Avenue, Rushout Avenue & Churchill Avenue.



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Appendix – D (Questionnaire)

Our ref: TP 894
June / July 2010



Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by 23rd July 2010. Alternatively, post it to London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation
Results will generally be available after a decision has been made.

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

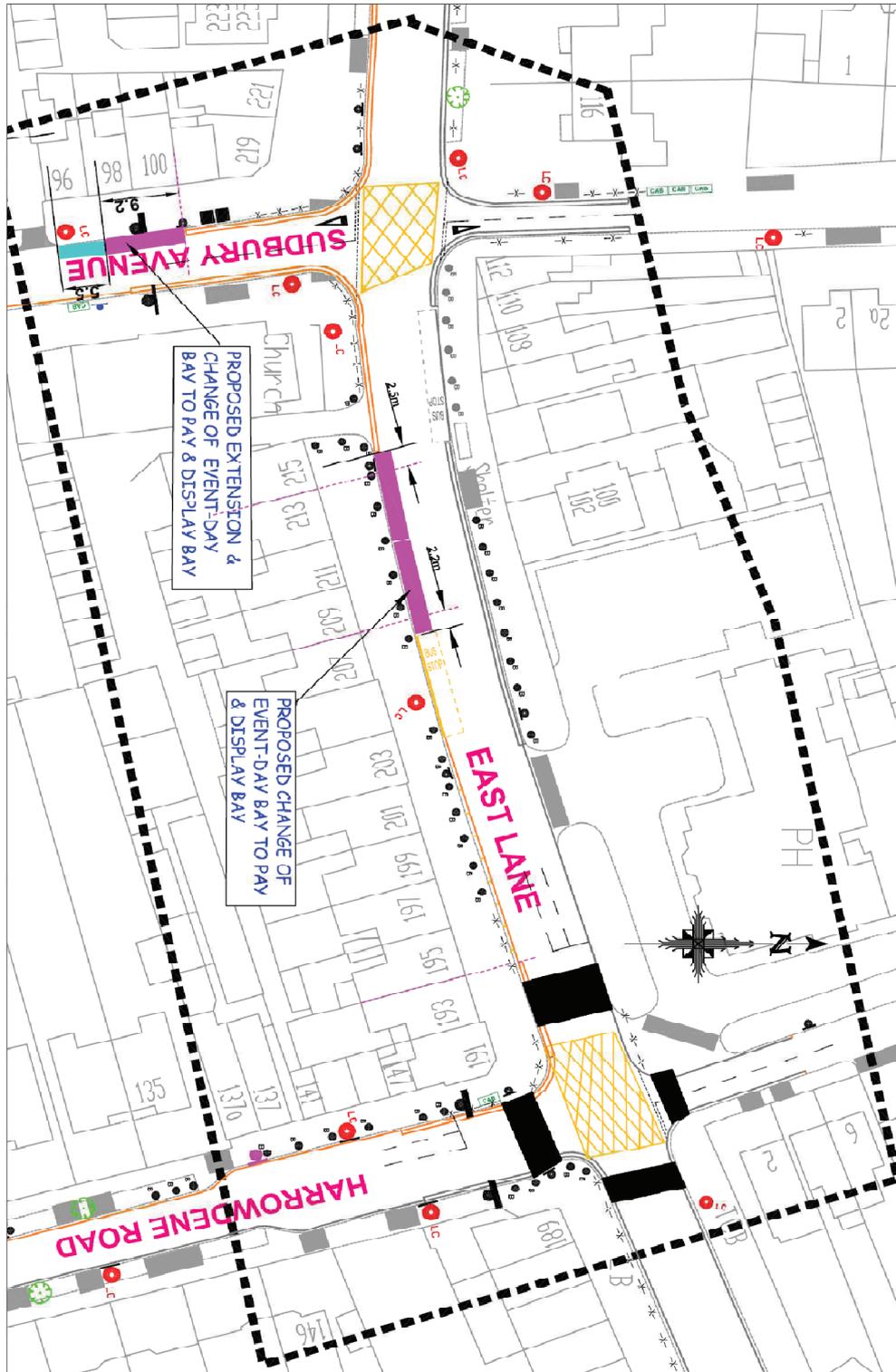
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Telephone 0208 937 5127**

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Appendix – E

Proposed short term pay and display bays outside parade of shops in East Lane near North Wembley Station

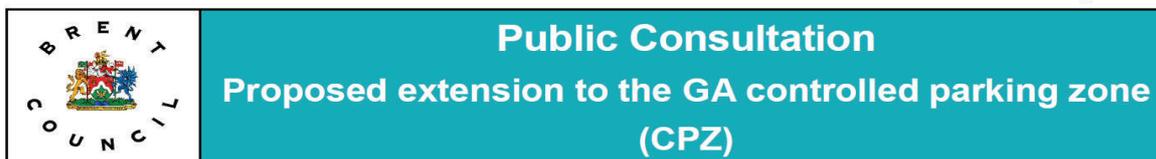


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Appendix – F

Proposed extension to zone GA CPZ

Our ref: TP 899 June - July 2010



You might recall that the controlled parking zone GA which is in operation in your area was implemented in several phases. The original GA CPZ was introduced in April 2005 and later was extended to include Dicey Avenue and Oman Avenue following successful consultations with the local community. In all the previous consultations your streets did not support the proposals and accordingly, the Council's Highways Committee respected your wishes and resolved not to proceed with a CPZ in your streets.

However, since the extension of the zone to Oman Avenue in October 2007, Brent officers and local Councillors have received a number of complaints from residents regarding parking difficulties and road safety generally. Residents complained that non-residents park for weeks at a time, their vehicles get damaged and that the streets are being used as a dumping area for abandoned vehicles. The Highways Committee has therefore agreed to re-consult you on CPZ proposals for your streets, which would be an extension of the existing zone GA, as shown on the map overleaf.

As a resident/business of the area from which complaints have been received you are asked to indicate on the attached questionnaire, whether you wish to be included within the proposed CPZ area. Please therefore complete the questionnaire and return it in the **FREEPOST** envelope enclosed by **23rd July 2010**.

At this stage the scheme can only be extended with the existing operating period of the GA CPZ, which is **10am to 3pm, Monday to Friday**.

A draft design of the parking arrangements for the proposed area has been prepared and will be on display at the Cricklewood Library, 152 Olive Road, London NW2 6UY from **1st July 2010 till 23rd July 2010**. Council officers will be in attendance in the Library on the following days to discuss the proposals and answer any questions you may have:

DATE	TIME	DATE	TIME
Thursday 1 st July 2010	5pm – 8pm	Saturday 3 rd July 2010	2pm - 5pm

Please be assured that a CPZ will only be implemented if there is a majority support otherwise the Council will not proceed. If majority support is identified the CPZ will be progressed for implementation.

A brief reminder of how CPZ's operate generally is provided below:

- All the kerbside space will be controlled. Yellow lines will be introduced to control road junctions (double yellow lines) and vehicular accesses (single yellow lines). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, the disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Current permit charges are shown overleaf.
- Blue Badge holders may park their vehicle without payment and without time limit in a permit holders bay provided that a valid disabled persons' (BLUE) badge is displayed.
- 'Pay & Display' parking will be between 1 to 4 hours maximum stay and the current cost of parking in these bays will be from 40 pence for 20 minutes to £6 for up to 4 hours.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZ's introduced elsewhere in the Kilburn and Willesden area has shown that residents are generally able to park close to their homes, even where there is a high density of residents.
- Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your Zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping areas; a larger zone may encourage permit holders to drive and park within the zone in bays near shops or rail stations, thereby inconveniencing residents close to these amenities.

Appendix – F (Questionnaire)

Our ref: TP- 899

June - July 2010



Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **23rd July 2010**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation. Results will generally be available after a decision has been made.

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

**If you require this document in larger print please
Telephone 0208 937 5127**

Brent
Building a better borough





Highways Committee

27th July 2010.

For Action

Wards Affected:
Queens Park

Proposed removal of street tree outside 148 Purves Road NW10

Appendix 1 is not for publication

1.0 Summary

1.1 This report informs the Committee of a petition that was received from residents in Queens Park Ward objecting to the removal of a street tree outside 148 Purves Road NW10. The tree is the subject matter of a subsidence claim. The report also outlines the process undertaken by Officers when a subsidence claim is made and the reasons for the proposed removal of this particular tree. The information provided in Appendix 1 is exempt from publication and summarises the evidence in relation to the subsidence claim and the tree.

2.0 Recommendations

2.1 That the Committee note the contents of the petition received and objecting to the removal of the street tree outside 148 Purves Road

2.2 That the Committee note current procedures undertaken by Officers in relation to street tree related subsidence claims.

2.3 That the Committee note the reasons for removing the street tree outside 148 Purves Road as set out within the report and Appendix 1.

3.0 Petition

3.1 A petition has been received from residents of Purves Road, and other streets in the vicinity, within Queens Park ward. The petition is headed "Petition to save the tree in Purves Road" and states "we the undersigned call upon Brent Council to not remove the mature tree from outside 148 Purves Road. Instead we call for further investigation of the causes of any perceived housing damage"

3.2 The petition has been verified as containing the signatures of at least fifty persons on the Borough's electoral register and hence requiring the consideration of the relevant Committee.

4.0 Subsidence Claims Procedures

4.1 It is proposed to remove the mature Alnus (Alder) street tree in response to a subsidence claim being made in relation to the property at 148 Purves Road. Appendix 1 contains detailed information in respect of the subsidence claim.

4.2 Claims are usually received from insurers on behalf of house owners, however there is a small percentage made direct by residents. The initial contact varies from presentation of a full report on the damage with a report addressing the tree roots and proof that the roots are from the tree in the highway to a letter stating the tree is causing the damage and putting the Council on notice that a claim is forthcoming.

Where a claim is received directly from the resident, the procedures listed below are followed:

- a. Officers will inform the residents that they should contact their own insurers to progress the claim
- b. Officers would not advise residents to proceed with a claim or not
- c. Officers will not make a visit to investigate the crack inside the property
- d. Officers will carry out a site visit to confirm whether or not the tree is on the public highway, precise location of tree, condition of tree, species, and distance of tree to property and whether or not there are any other trees in the vicinity (public or private) that could be responsible for causing damage to the property
- e. Officers would produce a report containing the above information and forward it to Brent Insurance Management.
- f. Officers would give contact details to residents of the persons to be contacted for further update on the progress of their claim.
- g. The final decision to remove or not to remove a tree will be taken by Officers taking into account reports subsequently produced by the Council's loss adjusters and both arboricultural and economic factors.

The above procedures are the same as followed by Local Authorities across London and provide the Council with an appropriate level protection in relation to subsidence claims whilst ensuring that recognition is given to the aesthetic and environmental value of street trees.

5.0 Disclosure of Evidence

5.1 The issue of whether or not the Council is obliged or able to disclose information relating to a particular claim has been considered by officers. Officers currently hold the view that a report produced by the Client's surveyor is for the sole use of his client and must not be reproduced or transferred to any other third party without the express written consent of the author'

5.2 Officers are of the view that the disclosure of such information to a third party could be prejudicial to the outcome of any case.

5.3 This is very frustrating situation for officers who have regular contacts with residents and others who are understandably concerned about proposals to remove street trees and seek sight of the evidence on which a decision has been made.

5.4 As outlined above, the information in this particular case is not wholly owned by officers and they are not in a position to disclose it to members of the public unless expressly authorised by the author of the report to do so. The Report out in Appendix.1.

6.0 Officers Decision to Remove the Tree

6.1 Officers have taken the decision to remove the tree based on the information set out in Appendix 1 and with regard to;

- **The current legal position:** an analysis of legislation and recent case law in regard to street tree claims. In essence, once it is demonstrated that tree roots are present on the property making the subsidence claim, the claim is more than likely to be successful if progressed.
- **On economic grounds** - If the tree is felled now it will remove the risk of a claim to recover the cost of underpinning the property being successfully pursued against the Council, Officers estimate that this represents an effective saving of at least £7,000.00.

In the past there have been numerous cases where the Council initially agreed not to remove a tree involved in a subsidence claim and subsequently a claim (submitted by an insurer or other agent) was successfully pursued – resulting in the Council incurring substantial costs. In a time of financial constraints the economic factor must be considered in coming to a decision to remove a tree or not.

- **To protect the Council's current position** - Officers are very reluctant to remove a healthy tree from the public highway (because of the many benefits to be gained environmentally by having a healthy tree on the public highway) and would only in the face of sufficient evidence and where other arboricultural methods have either failed or are not appropriate. This is the case in relation to this particular tree. It is important that decisions made by officers in relation to street tree removals are timely and made in accordance with the process outlined. To depart from this process could result in extensive delays in reaching a solution, unnecessary cost and expose the Council to additional risk.

In order to mitigate against the impact of the loss of this street tree a replacement tree of appropriate size and species would be planted in the vicinity of Purves Road upon removal of the street tree outside 148 Purves Road.

7.0 Financial Implications

- 7.1** If the tree is felled it would remove the risk of a claim for the cost of underpinning being successfully pursued against the Council. This represents an effective "saving" of at least £7,000.00
- 7.2** The most appropriate solution in this case is to remove the tree and plant a similar or the same species of tree but smaller. This would reduce the risk of a potential subsidence claim at this location in the near future. The costs of removing the tree and planting a replacement tree are estimated to be less than £1,000 and would be met from existing revenue budgets.
- 7.3** This report has explained that there is a significant risk in not removing the tree that is the subject of the subsidence claim set out in Appendix 1 and that using other arboricultural methods (Pruning, pollarding etc) to contain the trees would not be successful. That approach has proved unsuccessful in the past and it is necessary to progress claims in a robust way that protects the Council's interests. The Table below sets out the position in relation to street tree claims over the past 3 years.

Year	Number of Claims	Paid £	Outstanding £	Total cost of Claims (£)
2007/08	100	245k	631k	876k
2008/09	38	34k	206k	240k
2009/10	55	19k	339k	358k

8.0 Legal Implications

- 8.1** The legal situation regarding tree root trespass and nuisance has gradually hardened against the owners of trees and the current situation since the decision in *Deleware Mansions v Westminster Council 2001* is that the adjoining owner /claimant only needs to mount a case on the premise that on the balance of probabilities the encroaching tree is causing the damage
- 8.2** The Council has mounted a legal defence to a number of claims. The last case was in 2008 and was unsuccessfully defended.
- 8.3** The *Delaware Mansions v Westminster* was the defining case and there has not been a successful case defended by a Local Authority since that event.
- 8.4** It is also a fact that tree root encroachment is a trespass and as such any landowner who is suffered a tree root trespass on their property can go to the Courts and obtain an injunction on the tree owner to abate the nuisance and the only way that can be achieved is by removing the tree.

10.0 Conclusions

In this particular case officers have considered the evidence in relation to the claim in accordance with the process described and decided that on balance the appropriate course of action is to remove the street tree and replace it with another tree in the vicinity of appropriate size and species.

In coming to that decision officers have been mindful of the value that the Council and the wider community place on street trees – particularly mature street trees.

Nevertheless, in this particular case, removal is considered appropriate.

11.0 Environmental Implications

The removal and replanting of a tree would be in line with our policy to enhance and protect the borough's tree stock, which will improve the borough's environmental status.

12.0 Staffing/Accommodation Implications (if appropriate)

There are no staffing implications arising as a result of this report.

13.0 Background Papers

Street tree files where Subsidence claims have been submitted

Subsidence costs provided by Brent Management Insurance

Any person wishing to inspect the above papers should contact Neal St Lewis, Streetcare Service Unit, Brent House, 349/357 High Road, Wembley, Middlesex HA9 6BZ
Telephone 020 8937 5079

14.0 Contact Officers:

Neal St Lewis, Streetcare Manager
Tim Jackson, Head of Transportation