



Highways Committee

Tuesday 20 March 2012 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
Jones
Long

alternates

Councillors:

Butt
Crane
John
R Moher
Arnold

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

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit **www.brent.gov.uk/committees**

The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
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1	Declarations of personal and prejudicial interests	
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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	1 - 6
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3	Matters arising (if any)	
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4	Deputations	
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5	Petitions	
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a) Petition - parking enforcement wardens outside Al Sadiq and Al Zahra Schools in Chevening Road

b) Petition seeking the lifting of the special parking restrictions introduced each year within part of the KQ Controlled Parking Zone

c) Petition seeking introduction of specific traffic calming measures in Brooksville Avenue

6	Petition enforcement wardens outside Al Sadiq and Al Zahra Schools in Chevening Road	7 - 16
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This Report informs the Committee of a petition regarding parking enforcement vehicle deployed nearby to Al-Zahra and Al-Sadiq Islamic schools.

Ward Affected: Queens Park

Contact Officer: David Thrale, Safer Streets

Tel: 020 8937 5454

david.thrale@brent.gov.uk

7 Response to petition seeking the lifting of the special parking restrictions introduced each year within part of the KQ Controlled Parking Zone 17 - 22

This report advises the Committee of a petition requesting an abandonment of the current arrangements so that visitors to the area during the periods of Ramadan and Muharram would be subject to the same parking controls that exist at other times during the year.

Ward Affected: Queens
Park

Contact Officer: Tim Jackson,
Transportation Unit

Tel: 020 8937 5151

tim.jackson@brent.gov.uk

8 Response to petition seeking introduction of specific traffic calming measures in Brooksville Avenue 23 - 34

This report informs the committee of a petition seeking the introduction of specific traffic calming measures along Brooksville Avenue due to concerns about safety.

Ward Affected: Queens
Park

Contact Officer: Tim Jackson,
Transportation Unit

Tel: 020 8937 5151

tim.jackson@brent.gov.uk

9 Consultation on the possible introduction of a Controlled Parking Zone in association with the new Brent Civic Centre and other developments in Wembley 35 - 50

This report outlines the results of consultation undertaken with residents and business in an area around the Civic Centre site, into the possible introduction of a Controlled Parking Zone (CPZ) into that area. The introduction of a CPZ would prioritise on-street parking space for residents and businesses and their visitors and afford protection against visitor (commuter) parking associated with the Civic Centre.

Ward Affected: Preston; All
Wards

Contact Officer: Hossein Amir-
Hosseini, Highways and Transportation

Tel: 020 8937 5188

hossein.amirhosseini@brent.gov.uk

10 Report on progress of preparations for the management of traffic and parking in support of London 2012 Olympic events at Wembley Stadium and Arena 51 - 64

This report provides an update on arrangements specifically for the management of traffic and parking during the games period for the events to be held at Wembley Stadium and Arena.

Ward Affected: All Wards
Contact Officer: Tim Jackson,
Transportation Unit
Tel: 020 8937 5151
tim.jackson@brent.gov.uk

11 Consultation on Harlesden Town Centre scheme proposals 65 - 76

This report informs members of the results of the recent public consultation on the Harlesden Town Centre "Major Scheme". Transport for London's (major scheme) funding regime provides an opportunity for Council's to develop and implement schemes to improve the operation and appearance of town centres so as to support the vibrancy and vitality of those town centres.

Ward Affected: Harlesden
Contact Officer: Hossein Amir-Hosseini, Highways and Transportation
Tel: 020 8937 5188
hossein.amirhosseini@brent.gov.uk

13 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.

14 Date of Next Meeting

The date of next meeting of the Highways Committee will be confirmed after the Annual meeting of the Council in May 2012.



- 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 7 February 2012 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor and Councillors Beswick, Long and R Moher

Also present: Councillors Beckman, Cheese, Harrison, Hashmi, Kansagra and Lorber

Apologies were received from: Councillors Powney and Jones

1. Declarations of personal and prejudicial interests

None declared.

2. Minutes of the previous meeting - 13 December 2011

RESOLVED:-

that the minutes of the previous meeting held on 13 December 2011 be approved as an accurate record of the meeting.

3. Matters arising

Willesden Junction and Wembley Central station issues

In response to Councillor Long's request for an update, Tim Jackson, Head of Transportation stated that the first meeting that discussed Willesden Junction station issues took place at the end of January and was attended by all main players. He undertook to circulate the decisions after the next meeting re-scheduled for March 2012. He added that issues pertaining to Wembley Central were also progressing – particularly the works to improve access and appearance.

4. Deputations

None.

5. **Petition for pelican crossing outside Fryent Primary School, Church Lane, NW9**

The Committee received a report which informed members of a petition signed by 102 residents seeking the introduction of pelican crossing on Church Lane outside Fryent Primary School on grounds of safety of the school children crossing the road at that location.

Tim Jackson, Head of Transportation, informed members that traffic signals within Greater London were owned, installed and maintained by Transport for London (TfL). It was their decision (and not the Councils) as to whether any new traffic signals, including pelican crossings, can be installed at any particular location. He added that TfL's currently aimed to minimise the introduction of new traffic signals within Greater London and to that end they have established criteria on personal injury accidents (PIA) and the level of pedestrian activity associated with the site (PV2) that have to be met as part of the approval process for new signals. He advised that Church Lane, with only one PIA in the last 3 years which represented 0.3 and PV² of 0.7, fell short of TfL's required level of 1.8 and 1.0, respectively. He advised that even had the criteria been met, funding for the introduction of the pelican crossing would have to be identified.

In view of the above and in accordance with the decision of the Executive in relation to the School Crossing patrol service, officers had been examining opportunities to introduce additional risk mitigation measures in the vicinity of the school entrance which would be consulted on with the local community in February 2012. He outlined the key elements of the proposals for which budget provisions had been identified utilising a developer S106 contribution, as follows;

- The raising of the existing zebra crossing outside the school to reduce vehicular approach speed.
- The introduction of a raised informal crossing point at the site of an existing traffic island south of the school so as to enhance the crossing point and to assist in slowing the speed of vehicles along that section of Church Lane.
- The installation of vehicle activated signs (VAS) to deter excessive speed on the approaches to the zebra crossing.
- The provision of additional road safety education training alongside additional parking enforcement.

Mrs Prabh Salaman, a parent governor of Fryent Primary school, in addressing the Committee stated that children's safety had become even more paramount following the deletion of the post of school crossing patrol. As a result, the officer's statistics taken when the crossing patrol was in post was significantly different from the current situation. In reference to the school's proposed expansion programme, Mrs Salaman stated that with increased pupils and activity, the current situation was likely to be aggravated. She re-iterated the request for a pedestrian pelican crossing which she felt would be a safer option than the current zebra crossing. In commenting on the rear entrance to the school, Mrs Salaman stated that the rear entrance would be for the nursery school only and would not assist in the safety of

the other children mainly from reception to class 6 who would be crossing Church Lane, a busy road, to Fryent Primary School.

In noting the report, Members felt that it would be prudent for the Head of Transportation to reconsider the petition in the light of the school's proposed expansion programme and instructed the Head of Transportation accordingly.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the course of action taken by officers to mitigate risks at the entrance to the school as outlined in the report be noted;
- (iii) that the Head of Transportation be instructed to reconsider the petition in the light of the proposed expansion of the school and report to this Committee at an appropriate date.

6. Proposed extension of GA controlled Parking Zone

The report informs Committee of the results of the consultation on extending the existing GA Controlled Parking Zone (CPZ) that was recently undertaken.

Tim Jackson, Head of Transportation, in setting the background to the report stated that the Committee instructed officers to re-consult in all areas where there had been a broad support for controlled parking because decision on emission based permit charging regime had been made without their knowledge. The GA CPZ extension area was one such area where re-consultation on the proposed extension was repeated. The Head of Transportation informed members that in every street consulted (Anson Road, Gardiner Avenue, Henson Avenue and Tracey Avenue), the majority of respondents were supportive of extending the CPZ.

He recommended that as the consultation identified a high level of support the GA CPZ be extended into all the streets consulted in the recent exercise subject to completion of the necessary statutory consultation. In reference to the residents of Henson Avenue, he added that officers would be able to incorporate their suggestions for a slightly different arrangement for road markings.

Mr Bernard Woods speaking on behalf of Henson Avenue Residents' Association (HARA) endorsed the officer's recommendation to extend the GA CPZ to include Henson Avenue subject to implementation of the design of road markings which they had submitted to an officer of the Council. In urging the Committee for implementation, Mr Woods added that the submitted design was more likely to discourage displacement parking.

RESOLVED:

- (i) that the results of the most recent consultation into the proposal to extend the GA CPZ be noted and that the proposal to extend the CPZ into all streets consulted be agreed, subject to the completion of the necessary statutory consultation;

- (ii) that the Head of Transportation be authorised to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement the extension of the GA CPZ.

7. Local Implementation Plan (LIP) - TfL capital allocation 2012-2013

The Committee received a report that outlined recent procedural changes to the arrangements for making that allocation. The report also provided details of the 2012/13 LIP allocation and scheme programme approved by Transport for London (TfL) for 2012/13.

Tim Jackson, Head of Transportation, in introducing the report stated that the Councils 2012/13 Annual Local Implementation Plan (LIP) Funding Submission/Application was submitted to TfL for approval on October 6th 2011. Members noted that TfL had approved the Councils submission and confirmed an allocation of £3,988,000 for 2012/13 to implement the schemes and initiatives in that submission across the various programme areas and a further allocation of £500,000 to progress the Harlesden Town Centre Major Scheme.

He continued that consultation (public and statutory) would be undertaken on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc.) on the road network. Although maintenance schemes would not be the subject of local consultation, residents and businesses would be involved in the development of working arrangements, using various notification arrangements and communications plan.

In welcoming the report and endorsing the recommendations, members were unanimous in paying tribute to the sterling efforts by the LIP team and the Head of Transportation in securing the allocation for 2012/13 and a further £500,000 to progress Harlesden Town Centre Major Scheme.

RESOLVED:

- (i) that the TfL capital (LIP) allocation of £3,988,000 for the 2012/13 financial year be noted;
- (ii) that the TfL capital (LIP) "major scheme" allocation of £500,000 for the 2012/13 financial year to progress the Harlesden Town Centre scheme be noted;
- (iii) that the Head of Transportation be instructed to implement the schemes and initiatives set out in the report and ensure their delivery using the allocated budget and resources;
- (iv) 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 the Head Transportation considers the objections or representations are groundless or insignificant and

otherwise to refer objections or representations to the Committee for further consideration.

8. Proposed changes to charging and other arrangements for Preston Road Car Park

In setting the background to the report, Tim Jackson, Head of Transportation referred to the Committee meeting on 27 July 2011 that agreed to introduce pay and display parking on Preston Road and Bridge Road. At the same time the Committee agreed that further work should be done to (a) explore ways to improve the attractiveness and visibility of Preston Road car park with a view to improving usage and (b) to piloting a charging regime that could also improve usage and support the vitality of the shops and businesses along Preston Road.

He summarised the outcome of a meeting of the working group to address the two issues and described the proposed measures that the working group agreed would improve the attractiveness and visibility of the car park.

He described a package of 17 possible measures that could improve the visibility and attractiveness of the car park. He explained that these were covered in detail in the report but included measures such as re-surfacing the entrance, providing new signage and promotional activity. He added that almost all of the measures identified could be undertaken at a minimal cost except the following for reasons set out in the report; CCTV, improved lighting and the creation of a footway along the entrance road.

In reference to the proposed pilot charging regime to be reviewed no later than 12 months after its introduction, the Head of Transportation stated that the charges could reduce commuter parking in surrounding streets but would not be consistent with charges for parking in other shopping areas within the Borough.

Mr Robert Dunwell speaking on behalf of Queensbury Area Residents' Group of Associations (QARA) welcomed the introduction of reduced charges in the car park.

He requested that the Committee consider reducing the proposed charge for traders to from £300 to £200 per trader per annum. He said he would like the Committee to introduce a "first hour free" scheme for those wishing to park on street.

Mr Bill Kemp, Chair of Preston Amenities Protection Association (PAPA) whilst acknowledging the need to reduce commuter parking in the area considered that the proposed on street charges were exorbitant and would deter residents from parking to the detriment of the local traders. In his view the strategy for free parking for use of the car park would not serve the needs of the local residents.

Councillor Kansagra stated that the proposed charges would not improve the economic situation for the local traders in the Preston area as local shoppers were more likely to visit other supermarkets where parking facilities were offered free of charge for up to two hours. He referred to the London Borough of Hillingdon where shoppers got the first half hour on-street parking free and urged the Committee to consider a similar strategy for the Preston Road area.

Councillor Cheese however felt that it was unfair to other shoppers in the Borough for users of Preston Road car park to have an hour free car parking facility. Councillor Lorber queried the efficacy of the “12 month” pilot scheme and wondered what it could achieve.

In response, the Chair reiterated that the scheme was to be piloted for only 12 months after which period it would be reviewed. He added that the first hour free parking was intended to attract motorists and shoppers to use the car park. The Head of Transportation in responding to a request by Councillor Long stated that wider disabled persons parking bays would be accommodated

RESOLVED:

- (i) that the outcomes of a meeting of a working group which comprised of the Executive member, ward members and representatives of residents and businesses on proposals for Preston Road car park be noted;
- (ii) that the advertising and making of Traffic Orders associated with the introduction of a revised regime of charging and usage at Preston Road car park as described in Appendix “B” of the report be agreed, subject to the satisfactory outcome of the statutory consultation to the introduction of that revised regime;
- (iii) that the impact of the proposals described in the report be reviewed no later than 12 months after their implementation and the review reported to a future report of this Committee.

9. Any Other Urgent Business

None.

10. Date of Next Meeting

The date of next meeting will be confirmed after the Annual Council meeting in May 2012.

The meeting closed at 8.15 pm

J MOHER
Chair

	Highways Committee 20th March, 2012 Report from the Head of Safer Streets
For Decision	Wards Affected: ALL
Response to petition regarding enforcement at Al-Sadiq and Al- Zahra Schools	

1.0 Summary

- 1.1 This Report informs the Committee of a petition regarding parking enforcement vehicle deployed nearby to Al-Zahra and Al-Sadiq Islamic schools. An area plan attached Appendix A

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes and endorses the course of action taken by officers.

3.0 The petition

- 3.1 The petition, requests that the Council removes what it terms an excessive number of Civil Enforcement Officers (CEOs) and the CCTV vehicle outside Al-Sadiq and Al-Zahra schools. The petition has been verified in accordance with Standing Orders.

- 3.2 The full wording of the petition is:

"We the undersigned petition the Council to remove the excessive number of traffic wardens and the CCTV enforcement vehicle found outside Alsadiq and Alzahra School."

We have been very disappointed in the unfair treatment demonstrated by the Council's traffic enforcement department against Al Sadiq and Al Zahra Schools. There are 5 Traffic Wardens and a Traffic Enforcement vehicle (CCTV) everyday in the morning just before the school starts and at home time.

The Council is constantly looking for ways to minimise its spend due to government budget cuts and yet still manages to spend money on A MINIMUM OF FIVE enforcement officers to prowl the streets surrounding the school every single day. It is striking that this action is only found outside Al Sadiq and Al Zahra Schhols and not outside any of the other local schools in the area.

Whilst it is understandable that traffic control is a vital part of street management in Brent but when such excessive action is taken outside an Islamic School it begs the question and motive behind the Council's actions and causes uncertainty amongst parents who struggle when picking up and dropping of their children at the school.

These prejudicial actions by the Council are further confirmed by the fact that all the local schools in the vicinity do not have any Enforcement Officers present during school drop off and pick up times.

We urge the Council to immediately remove Traffic Enforcement outside the school in the morning and afternoon."

The petition has 182 signatures.

3.3 Additionally, representation has been received from the *Islamic Human Rights Commission*¹, who assert that parking enforcement has:

- been too rigorous;
- discriminated against the Islamic schools; and
- asked that parking restrictions at this site be lifted for a ten minute period should be granted before and after school.

4.0 Detail

4.1 The safety of children in the vicinity of schools is a key feature of the wider transport strategy. School entrances can sometimes be chaotic locations for traffic and parking at the start and end of each school day, with afternoons being more problematic than mornings as parents often drop off children that travel in a car, but need to park-up and wait after school.

4.2 The Council's Road Danger Reduction Charter includes a commitment to ...

¹ <http://www.ihrc.org.uk/>
http://en.wikipedia.org/wiki/Islamic_Human_Rights_Commission

Pursue a transport strategy for sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased. Parking restraint measures, together with other initiatives, including car clubs, travel plans for workplaces and schools, will assist in the management of finite parking space, facilitate more efficient operation of public transport and reduce the amount and perception of danger for people on foot or cycle.

4.3 The Council's Parking Objectives includes commitment to ...

Ensuring that the management of parking around schools is influenced and supported by school travel plans that also foster more walking and cycling; and respond to the reasonable concerns of schools that are negatively affected by parking activity;

and

Ensuring that parking management supports road danger reduction initiatives (especially for pedestrians, cyclists and other vulnerable road users), including Safer Routes to School initiatives and emergency access requirements;

4.4 The Council's Parking Enforcement Policy Enforcement Objectives includes commitments to:

Ensure an effective, transparent, consistent and fair enforcement operation is maintained to maximise compliance with the Borough's parking regulations;

and

Ensure that enforcement activities include targeted enforcement in the vicinity of schools to reduce the level of illegal, dangerous and anti-social parking activity

4.5 The detail of the Parking Enforcement Policy states:

Parking outside schools, especially at the beginning and at the end of each school day, can create road safety problems and difficulties for other road users. Parking Wardens therefore visit these areas to enforce parking restrictions during school terms on a minimum frequency basis. This is designed to stop illegal parking in restricted areas such as the zigzag marked areas immediately outside school entrances and pedestrian crossings, which have been introduced to improve child safety. This activity is undertaken in close liaison with school head teachers and the police.

The introduction of a mobile CCTV enforcement system will be introduced when resources permit to enforce parking regulations and

deal with persistently un-cooperative parents and resolve conflicts between wardens and drivers.

- 4.6 Routine enforcement visits to schools are carried out on a rota basis so that schools are visited approximately once a month. This would comprise one CEO visit and one CCTV visit. Such enforcement visits are usually carried out between 8.30am and 9.30am and again between 2.30pm and 3.30pm in line with the school-run.
- 4.7 Where significant non-compliance is identified enforcement is incrementally increased to achieve facilitate levels of compliance.
- 4.8 The Al-Sadiq and Al-Zahra schools are independent schools associated with the Al-Khoei Foundation and are located within a site at the junction of Chevening Road and Salusbury Road in Queens Park ward. The schools and the Foundation have pedestrian entrances in Chevening Road and consequently most activity associated with pupils coming to and leaving the schools takes place in Chevening Road, Carlisle Road and Kingswood Avenue.
- 4.9 At the start of November, 2011, a complaint were received about nuisance parking in Chevening Road and Carlisle Road in the mornings and afternoons. Subsequently Civil Enforcement Officers confirmed the extent of the parking breaches and consequently increased the level of enforcement officers to 2 CEOs and a CCTV camera vehicle at both locations.

5.0

- 5.1 It appears that on occasion, and without knowing consent from parking managers, that CEOs at both adjacent schools worked together, giving unplanned impression of very intensive enforcement resource deployment at one school, which was in reality for two schools. This practice was stopped, as soon as parking managers became aware of it.
- 5.2 After 3 months raised enforcement, on 31st January, 2012 following counter-representations via the school, and having established that no further complaints had been received; enforcement reverted to one CEO at each location with the CCTV car making occasional visits.
- 5.3 Analysis for the enhanced enforcement period between 1st November, 2011 and 23rd February, 2012 is shown below. Comparative data for the same less contentious period 12 months previously is also shown (shaded and bracketed). It has not been possible to identify school only enforcement. However, time based analysis gives the closest possible approximation, as follows ...

Any time

	Chevening Road		Carlisle Road	
	2010/11	2011/12	2010/11	2011/12
Total visits	(998)	935	(118)	172
PCNs issued	(138)	137	(22)	14
Compliance rate	(86%)	85%	81%	91%

School-run
(08.30-09.30 & 14.30-15.30)

	Chevening Road		Carlisle Road	
	2010/11	2011/12	2010/11	2011/12
Total visits	(217)	344	(38)	112
PCNs issued	(31)	52	(9)	8
Compliance rate	(86%)	85%	(76%)	93%

This data, together with the repeated complaints, is an indicator of significant levels of non-compliance. By way of comparison, the Brent-wide compliance rate at all locations is in the region of 97/98%.

However in the context of allegations of excessive enforcement, the data also shows that 6 of every 7 CEO visits to these 2 schools in recent months have not in a single FPN being issued.

- 5.4 On 16th February, 2012, Head of Transportation and Parking Manager met representatives at the Al-Khoei Foundation to discuss the issue of parking compliance and the issues raised in the petition.

The discussion was wide ranging but chiefly focussed on how the Foundation and the Council could work in partnership to move towards a situation where the impact of pupils arriving at the schools by car could be reduced (and compliance with parking restrictions improved) such that the relationship with residents in the area reduced the need for the Council to respond to requests for additional enforcement.

In essence two issues were covered:

- **Enforcement:** Officers acknowledged that the response of the Council's contractor, whilst lawful, well-meaning and consistent with the Council's policies and strategies, appeared disproportionate and was too blunt an instrument for handling the situation.

Officers apologised for the way the issue had been handled and agreed to review internal communications arrangements to ensure similar cases are handled more sensitively going forward.

They sought to re-assure the Foundation that the Council recognised the importance of faith and the value of diversity in Brent and that the way the Council had responded to local concerns was not connected to the faith of the schools and Foundation.

Enforcement has reverted to longstanding levels as described at 4.7 above. Officer agreed that for the time being to maintain this whilst the schools, assisted by the Council, consider how best to develop and implement effective school travel plans and/or other measures that improve parking compliance.

- **Promoting improved behavioural change (in relation to travel):**
The Foundation indicated that they already took measures to encourage parents and carers to encourage parking compliance, reduce impact on neighbours and encourage the use of sustainable transport modes.

The Foundation indicated a willingness to explore taking this work further and to consider developing a travel plan for the schools. Such measures would, if effective, reduce the likelihood of pupil injury and reduce the environmental impact of school travel.

The Council agreed to support this new school-led initiative through assistance from the School Travel Officer. It was agreed that a subsequent meeting with the Foundation and/or the schools would be convened to explore their plans in greater detail..

Notwithstanding the agreed way forward, the Council reserves the right to adjust enforcement in the event of ineffective travel plan changes, further valid complaints from local residents or other indicators of non-compliance. Contact details at the Foundation were obtained, and it was agreed that if it was necessary to increase the agreed level of enforcement, the Foundation would be informed.

- 5.5 Subsequent review of arrangements for enforcement are based on routine, occasional, enforcement of all schools, with more intensive enforcement as and when more substantial non-compliance is identified.

Whilst this works up to a point, this case has illustrated that this well-meaning informal approach could be more transparent as comparative data on all schools is not methodically collated and used to underpin variable levels of enforcement deployment.

- 5.6 The petition suggested that the Council allowed a “grace period” at the beginning and end of the school day to support parents and carers seeking to drive pupils to the schools.

No recommendations are made in regard to this request. To do so would be inconsistent with other schools, inconsistent with policy objectives described above. The way forward is to support alternative means of travel to school through travel planning.

6.0 Summary

- 6.1 It is clear that there has been substantial parking non-compliance during school / nursery start and close times in the Chevening Road and Carlisle Road area, and that this has been the cause of frustration for some local residents.
- 6.2 Enforcement was increased in response to determined and frequent complaints about compliance and this has conversely been a cause of frustration for some parents, representatives of the schools and the Foundation and for the petitioners.
- 6.3 Routine assessment of parking compliance for all schools is not undertaken and officers need to consider whether this would be practicable and useful.
- 6.4 The development of a travel plan at the schools would provide a useful vehicle to reducing the risk of the situation that is the subject of this report developing in the future.
- 6.5 A course of action has been agreed that should improve the situation on the ground and reduce the frustrations described whilst recognising the Council's obligations and policies.

7.0 Financial Implications

- 7.1 There are no financial implications arising from this report and its recommendations at this time.

8.0 Legal Implications

- 8.1 There are no legal implications arising from this report and its recommendations at this time.

9.0 Diversity Implications

- 9.1 The issues in this report raises two diversity issues:
- Representatives of Muslim parents ask whether the increased enforcement is proportionate to the level of non-compliance or whether it is a matter of discrimination based on faith.
 - A significant proportion of Civil Enforcement Officers are Muslim, and some local residents have expressed concerns to the contractor that the parking non-compliance in their area may be connected with a blind-eye being turned by CEOs to drivers of a similar protected characteristic.
- 9.2 Investigations so far have not found any evidence to support either of these views. If any discrimination were to exist it would be counter to Council policy

and would be unintentional. However, we have started a programme of work at all schools which will determine:

- parking compliance; and
- effectiveness of the school travel plan.

This data will subsequently be used to inform future school enforcement programmes, and will provide a stronger basis to illustrate that future enforcement is founded on structured evidence which is unconnected to any potential bias.

10.0 Staffing/Accommodation Implications (if appropriate)

- 10.1 There are no additional staffing implications. As outlined above, Civil Enforcement Officers are employed to patrol schools as part of their normal enforcement duties.

Background Papers

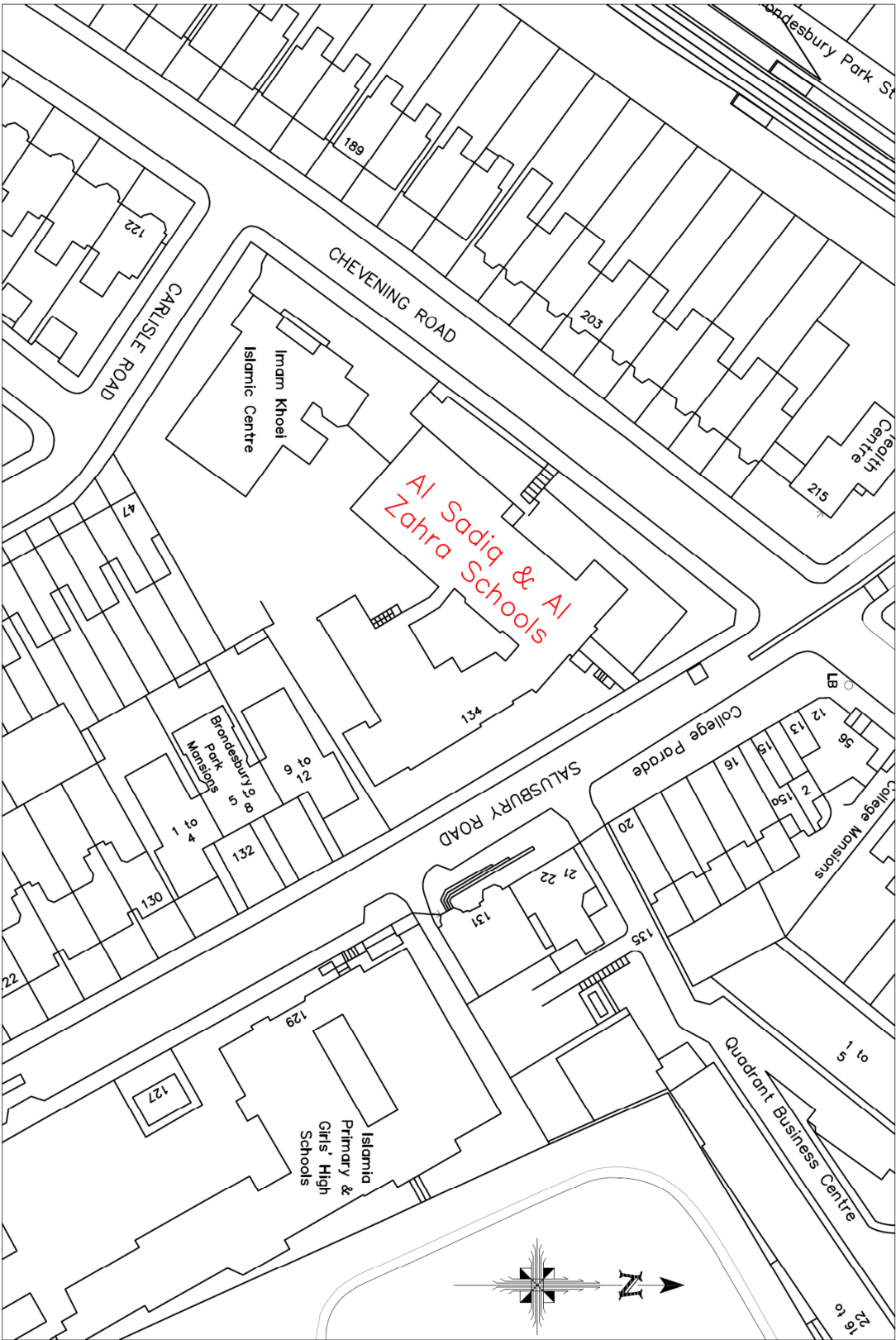
- Letters from the Islamic Human Rights Commission

Contact officer:

David Thrale,
Head of Safer Streets
Tel 020 8937 5454
Email david.thrale@brent.gov.uk

Sue Harper
Director of Environment and Neighbourhood Services

Appendix A – map



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Highways Committee 20th March 2012

Report from the Head of Transportation

For decision

Wards Affected:
Queen's Park

Petition for removing the extended parking restrictions during Ramadan/Muharram periods at the Al Khoei Islamic Centre in Chevening Road.

1.0 Summary

- 1.1 The Al Khoei Islamic Foundation has a centre in Chevening Road within the KQ Controlled Parking Zone (CPZ). The Foundation is a high profile, world renowned organisation and attracts visitors from a wide area.
- 1.2 The KQ CPZ operated from 8:30am to 6:30pm, Monday to Friday. For a number of years the operational times in part of the CPZ have been extended from 8:30am to 10pm Monday to Sunday during the periods of Ramadan and Muharram. The extension of these operating times mitigates the effect of the high number of visitors travelling to the foundation by car during those event periods and parking in the residential streets nearby.
- 1.3 The arrangements are implemented each year, using the Traffic Order process, and were initiated several years ago as a response to the concerns of local residents after consultation with residents' representatives, ward members, the Police and representatives of the Foundation.
- 1.4 This report advises the Committee of a petition requesting an abandonment of the current arrangements so that visitors to the area during the periods of Ramadan and Muharram would be subject to the same parking controls that exist at other times during the year.

- 1.5 The report explains that there is insufficient evidence at this time to conclude that removing the arrangements would not comprise road safety, essential access, the Councils general approach to dealing with car-borne visitors to major events or attractions and the impact on residents.
- 1.6 The report recommends that the Head of Transportation works with the Foundation, the Executive Member for Highways and Transportation, ward members and representatives of the local community to identify opportunities to modify the arrangements so that they are better targeted at the needs and aspirations of all concerned.
- 1.7 The report also recommends that, if opportunities to adjust the arrangement are identified, that they should be introduced subject to the appropriate statutory consultation being undertaken, in time for the 2012 Ramadan and Muharram periods.

2.0 Recommendations

- 2.1 That the committee notes the contents of the petition and the response of officers.
- 2.2 That the committee instructs the Head of Transportation to review the operation of the current arrangements, in consultation with representatives of local residents, ward members , the lead member and the representatives of the Foundation in order to identify opportunities to adjust and improve the arrangements.
- 2.3 That the Committee agrees that where opportunities to make improvements are identified then changes should be made, if practicable and subject to proper consultation and consideration of responses to that consultation, in time for the 2012 Ramadan and Muharram periods.
- 2.4 That the Committee agrees that, if opportunities for acceptable changes cannot be identified the current arrangements should continue in place, subject to the appropriate advertising and making of Traffic Orders etc.

3.0 The petition

- 3.1 A petition has been received via e Petition. The petition has been verified to be in accordance with Standing Orders. The petition has 676 signatures.
- 3.2 The full wording of the petition is:

We the undersigned petition the council to lift the special parking restrictions imposed around Imam Khoei Islamic Centre in order for those visiting to be able to park as they would otherwise during the year.

4.0 Existing Situation

- 4.1 The Al Khoei Islamic Centre is located in Chevening Road. The area is part of an existing Controlled Parking Zone KQ therefore parking is restricted to resident permit holders and their visitors from 8.30am to 6.30pm Monday to Friday.
- 4.2 The existing parking restrictions are extended twice a year during periods (Ramadan/Muharram) at the Mosque that is part of the Foundation. The Foundation is a world renowned organisation and attracts visitors from a wide area especially at time of Ramadan and Muharram. These events attract a large number of visitors who take up parking spaces which are normally available to local residents.
- 4.3 Ramadan and Muharram occur at different times each year and the period of restrictions are amended accordingly.

5.0 Detail

- 5.1 The current arrangements were set up in 2006 at the request of local residents and after consulting the residents, residents association, Police and local ward councillors.
- 5.2 Following Ramadan & Muharram in 2008, a number of residents complained that they were not so adversely affected and so wished to have their street removed whilst other residents wanted to be included (Winchester Avenue).
- 5.3 A consultation was undertaken in June 2009 requesting views on a reduction in the existing area and the inclusion of Winchester Ave. The majority of respondents favoured no change, but majority of residents of Winchester Ave wanted to be included in the zone.
- 5.4 In August 2009, the new area was approved and residents were informed prior to Ramadan in August 2009. All residents are sent a letter two weeks prior to the extended restrictions to start informing them of the extended time of operations during the relevant events; Ramadan or Muharram. Approximately ten days before the start, yellow advance warning information signs are erected at the entry points to the area of Zone KQ in which the times are to be extended. The entry points are; Salusbury Road north of Winchester Ave junction and Harvist Road junction, Winchester Ave junction with Willesden Lane, Kingswood Ave, Dudley Road, Chevening Road. These locations should capture the majority of drivers entering the area.

- 5.5 A local Church and traders in Salusbury Road have complained about the extended restrictions during Sundays and the impact that the controls have on their visitors.
- 5.6 It has been observed during these events that relatively high number of visitors to the Mosque have blue badges and so the parking rules do not apply to them.
- 5.7 Over the years a number of meetings have taken place between officers, ward members, residents representatives to discuss the arrangements. Although the Foundation would have originally accepted the arrangements and the impact on their visitors, in recent times they have indicated that they are too blunt an instrument and cause visitors more inconvenience than is reasonable. This echoes the sentiments of the petition. Residents representatives on the other hand generally support the arrangements and have been critical of the council if the arrangements have been introduced late or with insufficient notice.
- 5.8 There are other locations in Brent where parking controls are introduced to mitigate the impact of relatively large numbers of visitors attending event at particular locations. The Wembley Event Day scheme is the most obvious example but the 'T' CPZ mitigates the impact of visitors to the Neasden Temple and special traffic arrangements are put in place in Brent for Diwali, the St Patricks day celebrations and for the Notting Hill Carnival.

6.0 Discussion

- 6.1 Officers are of the view that the current arrangements are not necessarily "tuned" to the variation in visitors to the area that occurs during Ramadan and Muharram. There may be times during those events where the arrangements could be adjusted so as to better respond to the potential problem.
- 6.2 However, at this time the Foundation have been unable to provide data (on timings, visitor numbers, travel choices etc.) to enable officers to recommend changing the current arrangements.
- 6.3 Officers are of the view that a working party comprising officers, ward members, residents' representatives, the lead member and the representatives of the Foundation should examine the current arrangements with a view to identifying opportunities to make changes that would satisfy all parties without compromising the council policies or obligations.
- 6.4 If the working party were to identify changes that would assuredly improve the situation during the 2012 events these could be implemented and their effect monitored. If the opportunities for improvement could not be identified in time for 2012 (July 2012) the current arrangements would have to remain in place.
- 6.5 Regardless of the way forward any arrangements would need to be implemented through the normal process of advertising, consultation and

making Traffic Orders and the appropriate consideration of any recommendations.

6.0 Financial Implications

There are no financial implications arising from this report. The cost of implementing the current arrangements is approximately £3,200 per event and is met from the Environmental & Neighbourhood Service (Transportation) Revenue Budget. If all parties agree to changes the financial implications will change accordingly.

7.0 Legal Implications

There are no legal implications arising from this report and its recommendations.

8.0 Equalities implications

There are no other equalities implications associated with this report. A full EIA will be carried out as part of the review of the scheme.

Background Papers

None

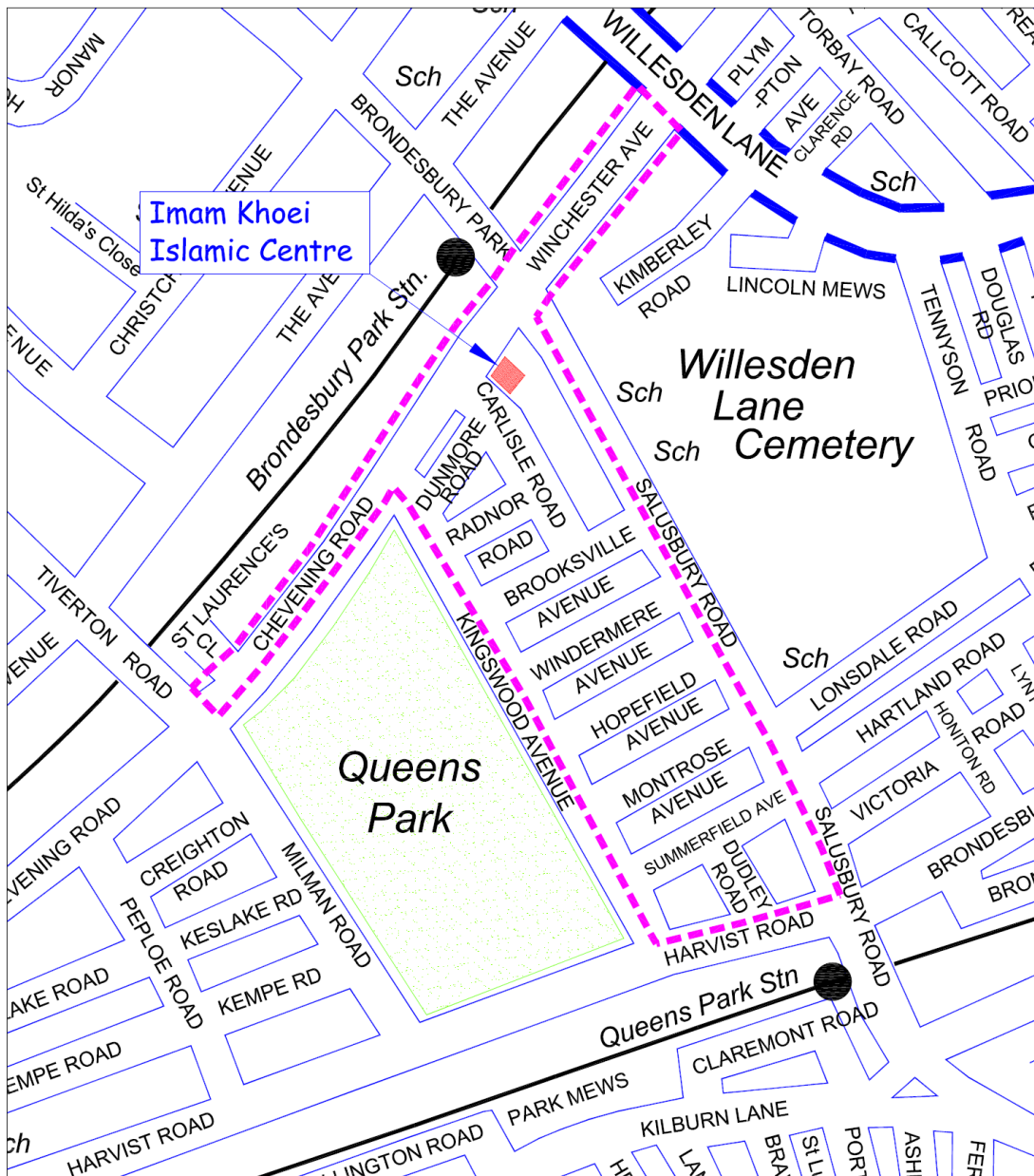
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Appendix A – Location Plan

Boundary of the area with extended CPZ hours during Ramadan & Muharram



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	Highways Committee 20th March 2012 Report from the Head of Transportation
For decision	Wards Affected: Queen's Park
Petition for the introduction of Traffic Calming on Brooksville Avenue	

Forward Plan Ref: E&C-

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking the introduction of specific traffic calming measures along Brooksville Avenue due to concerns about safety
- 1.2 The report outlines the results of a review into the situation and advises that the Chevening Road area, including Brooksville Avenue has already been identified as a priority for the introduction of a 20mph zone and is included within the Councils Local Implementation Plan Programme.
- 1.3 The report explains that design and consultation on proposals is due to take place within the 2012/13 financial year with implementation taking place, subject to the outcomes of the consultation, within the 2013/14 financial year.
- 1.4 The report seeks approval to continue with the current course of action.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers in relation to the issue and that the proposals will be incorporated into the plans for the Chevening Road area 20mph scheme which will be designed in 2012/13 with a view to implementation in 2013/14.

3.0 The petition

3.1 The petition, received from residents of the area via Vanessa Pilkington requests the urgent introduction of specific traffic calming measures along Brooksville Avenue

3.2 The full wording of the petition is:

"I request that Brent Transportation Department installs a central island at each end of Brooksville Avenue and takes any other measures that will slow down traffic and reduce the risk of further accidents."

The petition has 75 signatures.

The full wording of the petition is included as appendix A and the associated covering letter as appendix B.

4.0 Existing Situation

4.1 Brooksville Avenue forms one of a series of east/west ladder roads linking Salusbury Road and Kingswood Avenue. Following the introduction of a median strip at the Salusbury Road / Chevening Road junction in 1976, Brooksville Avenue is the next available road for southbound traffic to turn westwards off Salusbury Road. Brooksville Road is approximately 9.2m wide where the remainder of the available ladder roads are 7.4m wide.

4.2 These factors continue to have the affect of making Brooksville desirable as a rat run in comparison to the other ladder roads.

4.3 Three right turning accidents have occurred at the junctions of the ladder road with Salusbury Road in the 3 years to the 31/10/12. One at the junction of Brooksville Avenue, the second at the junction of Hopefield Avenue and the final one at the junction of Summerfield Avenue. The accident at the Brooksville Avenue resulted in a fatality.

4.4 This fatal incident was the result of a stolen vehicle (uninsured Mercedes car) making a right turn movement from Salusbury Road into Brooksville Avenue and colliding with a motorcyclist (travelling northbound along Salusbury Road). This occurred at about 10pm on 25th January 2011, when the road surface was wet.

4.5 Traffic surveys were undertaken on Brooksville Avenue and the next adjoining ladder road, Windermere Avenue, during February 2012.

	Brooksville Avenue	Windermere Avenue
E/bound 85%ile Speed	28.2mph	25.3mph

E/bound average speed	21.9mph	19.6mph
W/bound 85%ile speed	28.4mph	24.8mph
W/bound average speed	22.7mph	19.7mph
AM peak flow	161 Vehicles per hr	32 Vehicles per hour
PM peak flow	59 vph	34 vph
Daily Total flow	752 vehicles	308 vehicles
Average hourly flow 7am – 7pm	34 vph	18.9 vph
Average Daily HGV	0	0
Average daily MGW*	17	13

*MGW's in this case are defined as vehicle between large transit van and refuge vehicle size

- 4.6 The results of these surveys show that speeds are generally higher on Brooksville Avenue because of its greater width than Windermere Avenue. However the results show that there is a high level of compliance with the existing speed limit, with 85%ile speeds below 30mph.
- 4.7 The results also evidence of “rat running” along Brooksville Avenue during the morning peak hour, at a relatively low level (161 vph). For the remainder of the day traffic levels are very low with an average hourly traffic flow between 7am and 7pm of 34vph (approximately 1 car every 2 minutes)

5.0 Detail

- 5.1 The Councils policy is to support the introduction of a 20mph speed limit on all residential roads where supported by the local community. The demand for traffic calming within the borough is such however that the rollout of 20mph zones has to be prioritised on a needs basis with the locations with the greatest issues being treated first.
- 5.2 As is the case with most London Authorities the funding for this type of scheme comes to Brent from Transport for London via an annual Local Implementation Plan (LIP) bidding process with a programme of schemes outlined a number of years in advance.
- 5.3 Within the annual LIP funding there is sufficient funding to only implement on average two 20mph zone type projects per year.
- 5.4 The council has been aware of the aspiration of the community's for traffic calming within the area, via initially the Queens Park Area Residents Association (QPARA) and subsequently the lead petitioner. Regular correspondence has taken place on the topic and officers have attended several meetings to discuss the matter over the last 3 years since the adjoining 20mph zone to the north was completed. QPARA were also involved with that scheme.
- 5.5 The message given by officers has been consistent in regards to the matter throughout this period. The message has been that, although the need for calming measures within the area has been recognised, there have been

other areas within the borough which have been a higher priority due to factors such as the level of personal injury accidents and number of schools.

- 5.6 The Chevening Road area, including Brooksville Avenue, is in the council's current LIP programme for the implementation of traffic calming for several years with design and consultation of measures programmed for 2012/13, and subject to the results of the consultation implementation within 2013/14.
- 5.7 To accelerate this proposed programme would have an impact on funding and staff resource for the rest of the LIP programme. This would mean dropping other scheme/schemes from the programme which this Committee has already approved.
- 5.8 In regards to the specific measures requested with the petition, that being traffic islands at either end of the road further measures to reduce speed.
- 5.9 85%ile speeds of 28mph demonstrate that additional traffic calming measures are required along Brooksville Avenue to reduce speeds to an acceptable level for a 20mph speed limit. These will be developed as part of the scheme.
- 5.10 The normal desirable minimum road width for the introduction of a traffic island on a road is 10m. This can be reduced at times to 9m although this may require the adjustment of the kerb radius to allow adequate space for turning vehicles. Brooksville Avenue falls within the range of road widths where islands may be possible. However a side effect of introducing islands on road, particularly the narrower ones, is that parking has to be kept a considerable distance back from the junction to allow access for larger vehicles like refuse and delivery vehicles.
- 5.11 The current 10m long double yellow lines at both ends of Brooksville Avenue would be inadequate and would need to be lengthened by at least one if not two car length on both sides of the road. There is a higher demand for parking in this area and the loss of parking spaces maybe unacceptable to residents.
- 5.12 An alternative option to the use of traffic islands would be to use build-outs to narrow the width of the junction. This would have some affect on reducing the speed of vehicles entering the road, but would not impact on parking.
- 5.13 It is also worth noting that as Kingswood Avenue is proposed to be included within the same 20mph zone, then speed of vehicles entering Brooksville Avenue from that end would already be reduced.
- 5.14 The proposed Chevening Road scheme covers a considerable area. Officers are already working with QPARA in identifying local transport and safety issues of concern. The measures proposed as part of the scheme have to be delivered within the limitation of the funding available as part of the LIP programme. It is therefore important to use the funding as effectively as possible to maximise its benefit. There may therefore be alternative measures that are a more effective use of the funding than the introduction of a measure at the Kingswood Avenue/Brooksville Avenue junction.

- 5.15 It is therefore proposed that the design and consultation of the Chevening Road area scheme, including Brooksville Avenue, should go ahead as currently programmed within the 2012/13 financial year with subsequent implementation within the 2013/14.
- 5.16 As part of the scheme traffic calming measures to reduce vehicular speeds will be developed for Brooksville Avenue. Options for the narrowing and introduction of a traffic island will be developed for the Brooksville Avenue/ Salusbury Road junction, and if viable both will be consulted as options. Options for measures at the Kingswood Avenue junction will also be developed and considered for progression in comparison to other measures within the scheme.

6.0 Financial Implications

- 6.1 There are no financial implications arising from this report at this time.

7.0 Legal Implications

- 7.1 There are no legal implications arising from this report and its recommendations at this time.

8.0 Equalities implications

- 8.1 There are no other equalities implications associated with this issue at this time. An equalities analysis may need to be undertaken once consultation on the proposals has been completed.

Appendices

Appendix "A" – Wording of the Petition
Appendix "B" – Petition Covering Letter
Appendix "C" – Location Plan

Background Papers

None

Contact Officers

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Appendix A – Wording of the Petition

Dear residents,

For many years now, the volume of traffic in our area has been rising and we believe that everyone who lives in Queens Park is aware that there are more cars travelling more quickly along our streets which themselves are more crowded than ever with parked cars.

We are sure that residents on all the streets in Queens Park have experienced this but our street, Brooksville Avenue, is more prone to speeding traffic than most. Maybe this is because it's the widest of the streets between the Park and Salusbury Road and maybe because drivers heading south on Salusbury Road see the congestion at the bottom and use our street more and more as a short cut. Whatever the reason, we all see so many cars going very fast along Brooksville Avenue that we feel something needs to be done before there is another accident. The flowers on the tree at our corner are a vivid and sad reminder of the dangers; a young man on a motor cycle was killed there just a few months ago when a car hit him as it turned into Brooksville Avenue from Salusbury Road.

We have been in regular contact with Brent Council about this but, so far, the Council has been polite but has done nothing. We think that they can be persuaded of the urgency of introducing traffic calming measures if they see that there is a real desire among the residents to get something done.

If you agree, would you sign the petition below and return it to either of us. The more people in your house who sign it, the better, as the Council will only take notice of petitions with at least 50 signatures. We will submit it to the Council on your behalf and ask the Queens Park Residents Association to assist us.

Thank you!

Vanessa Pilkington (27, Brooksville) and Robert Wilson (2'B', Brooksville)

Appendix B – Petition Covering Letter

Dear Peter Goss

It is with sadness that I have to send you this petition containing 75 signatures from Brooksville Avenue and local surrounding streets. For three years now residents on Brooksville Avenue have been campaigning for speed reducing measures on our street due the number of cars that speed down our street on a daily basis.

We have identified the problem as stated in the attached petition letter: namely, that drivers use Brooksville Avenue as a 'rat run' as it is one of the few residential streets in Brent with no 20 mile-per-hour speed limit and no speed reducing measures.

This perplexes residents as Brooksville Avenue, like many of the surrounding streets with speed reducing measures, houses many families with young children.

Drivers sitting in congestion on Salusbury Road take a sharp right daily to avoid the traffic and fly down Brooksville Avenue at speeds ranging from anything between 30 and 70 mph. Furthermore, this is usually at the time when young children are out and about on their way to school. A dangerous combination I am sure you would agree.

In addition to the local park there at least six local schools within the vicinity of Brooksville Avenue, so it beggars belief that there are no speed reducing measures to slow speeding cars.

In October 2009 I wrote the Transportation Service Unit at Brent Council expressing concern about the danger of speeding motorists on Brooksville Avenue. I received a reply stating that our road would not be prioritised for speed reducing measures, as there had not been enough accidents. However, in the same letter I was informed that an accident had occurred at the junction of Kingswood Avenue and Brooksville Avenue in

the last 3 years. I then replied asking for details of accidents that must have occurred on all our surrounding streets, which have speed reducing measures. I did not get a reply.

In January 2010 a petition containing the signatures of Brooksville Avenue residents (which I have also enclosed) was sent to the Transportation Service Unit at Brent Council outlining our fears of the imminent danger and clear demands for speed reducing measures.

We received a brief email explaining that our petition did not have 50 signatures so would not be considered. We were provided with no extra information. I replied saying there were not 50 houses on our street therefore 50 signatures would not be a plausible request. I heard nothing.

From that day on until today I have sent the Transportation Service Unit at Brent around 40 emails stating the very real dangers on our street and asking how we could be helped. For a long time I heard nothing, but so urgent was the request for speed reducing measures I persisted on behalf of the residents.

Eventually a reply was sent in January 2011 saying our street would be considered for speed reducing measures in 2013/2014. At the time it seemed a long wait and frankly it still feels too long to wait another two years.

I replied expressing my concerns that someone would probably be killed on our street before then. Again I heard nothing back.

Tragically as predicted, last year a young man was killed in a head-on collision at the junction of Salusbury Road and Brooksville Avenue, by a car flying round the corner from Salusbury Road into Brooksville Avenue. A resident on our street who is a doctor rushed to the scene in an attempt to save the young man's life as he lay dying on the road. Sadly, it was in vain.

The doctor has now confirmed that in his opinion had there been an island at the end of Brooksville Avenue and speed bumps the young man would not have died.

In the last year since the terrible accident I have been in touch with the Transportation Service Unit at Brent regularly asking for speed reducing measures urgently, but as usual, nothing has been done.

It has therefore been with great time and effort that I have organised a second petition collecting signatures from all residents within five minutes walking distance of Brooksville Avenue.

We have certainly now exceeded the 50 signatures requirement. The fact that so many local residents have signed shows that they too are afraid of the dangers posed by the speeding motorists down Brooksville Avenue.

Residents have signed for speed reducing measures in the form of traffic islands and speed bumps. There are some residents, who have specific requests about the nature of speed reducing measures they would like and when reading through all the letters and signatures you will see them.

I would like to point out that an island at the junction of Salusbury Road and Brooksville Avenue will not only stop dangerous motorists flying around the corner into Brooksville Avenue but will also stop the danger of people doing three-point turns at the end of road which is another dangerous daily occurrence on Brooksville Avenue.

We have been in touch with the council about this terrible danger on many occasions but again nothing has been done. Many times I and many other residents have taken a left onto Brooksville Avenue from Salusbury Road only to be confronted with a parent from the Islamia School doing a three-point turn with young children in the car. Needless to say this has almost caused a head-on collision many times.

My belief is that an island at the Salusbury Road end of Brooksville Avenue combined with speed bumps is the only thing that will slow the traffic down. Residents that have lived here for many years believe that since Chevening Road was made a no right turn residents of Brooksville Avenue have suffered the dangerous consequence of drivers accelerating down our street instead.

Please could you act urgently on the matter before another life is lost? Please protect the residents, and in particular, the young children on our streets.

This is a detailed street map of the Brookville area in Queens, New York. The map shows a grid of streets including Queens Road, Brookville Avenue, and various residential streets. Key landmarks such as Brookville Park, the Queens Botanical Garden, and the Brookville School are labeled. The map also shows the location of the Queensboro Expressway and the Queensboro Bridge.

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	Highways Committee 20th March 2012 Report from the Head of Transportation
For Action	Wards Affected: Tokyngton, Preston
Consultation into the possible introduction of a Controlled Parking Zone in association with the new Brent Civic Centre	

Forward Plan Ref:

1.0 Summary

- 1.1 The Completion and occupation of the new Brent Civic Centre in Engineers Way and other developments in the vicinity will increase the number of visitors to that area. This may increase demand for on-street parking spaces in surrounding, uncontrolled roads.
- 1.2 This report outlines the results of consultation undertaken with residents and business in an area around the Civic Centre site, into the possible introduction of a Controlled Parking Zone (CPZ) into that area. The introduction of a CPZ would prioritise on-street parking space for residents and businesses and their visitors and afford protection against visitor (commuter) parking associated with the Civic Centre.
- 1.3 The Consultation has demonstrated that there is no significant support for the introduction of a CPZ and the report recommends that the proposals should not be progressed further at this time.
- 1.4 The report recommend that officer should investigate the need for waiting restrictions within the area to ensure road safety at junctions etc. is not compromised and, where they are essential, implement those restriction subject to the normal consultation arrangements being followed.

2.0 Recommendations

- 2.1 That the committee notes the results of the consultation into the possible introduction of a CPZ and agrees to instruct the Head of Transportation not to progress proposals further at this time.

- 2.2 That the committee agrees to instruct the Head of Transportation to investigate the need for additional waiting restrictions within the area to ensure that road safety is not compromised and, where those restrictions are essential, agrees that they should be implemented subject to the normal consultation arrangements being followed.
- 2.3 Members have authorised the Head of Transportation to commence the statutory consultation process in respect of placing waiting restrictions mainly at junctions 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 waiting restrictions or any of them should not go ahead then the Head of Transportation is authorised not to progress the implementation of the waiting restrictions. This means a further report will not be brought before the Committee prior to implementation of waiting restrictions if there are no objections or only minor objections which the Head of Transportation considers should be overruled.

3.0 Background

- 3.1 The committee will be aware that a new Civic Centre is being constructed at Engineers Way. This, alongside other developments in the vicinity will significantly increase the number of visitors to the area.
- 3.2 Although there are extensive parking controls in the vicinity of the new Civic Centre site, the area to the west and north of the site is chiefly uncontrolled aside from restrictions on major roads and around a number of junctions. The area is extremely well served by public transport and a comprehensive travel plan is being implemented in association with the Civic Centre however the Centre will have limited car parking and there is a risk that visitors (to the Civic Centre and other developments as they are completed) will drive to the area and park in the surrounding uncontrolled streets.
- 3.3 It was a condition of the planning consent that the council investigate the need to introduce a CPZ to ensure a satisfactory development that is not prejudicial to the free and safe flow of traffic and provides an appropriate balance of provision of kerbside parking space in the vicinity.
- 3.4 The council's general approach to the introduction of CPZ's is only to introduce them where the results of consultation demonstrate that there is a broad consensus of support for introduction.
- 3.5 Consultation into the possible introduction of a CPZ over the area shown on the plan at Appendix A has been undertaken. The area consulted is in Tokyngton and Preston wards.

4.0 Summary of consultation results

- 4.1 Consultation was undertaken during February / March 2012. The consultation material is shown at Appendix "A"
- 4.2 The consultation response rate was 19% (427 returns). Nearly 3000 consultation leaflets were sent out to the residents and business within the area.
- 4.3 Overall 238 (56%) of respondents did not support the proposals and 157 replies (37%) supported the parking scheme. A road by road analysis of the responses received is shown at Appendix "B".
- 4.4 The analysis shows that, of the 17 roads consulted, in 15 roads the majority of respondents opposed the introduction of a CPZ. In 2 roads the majority of respondents supported the parking scheme proposals.

5.0 Discussion

- 5.1 The area covered by the consultation is surrounded by Brook Avenue and North End Road to the north, Engineers Way to the south, Wembley Hill Road to the south west and Forty Avenue to the north west. The area is bisected by Empire Way which a main through fare traffic route between Wembley Park Station and the High Road, Wembley.
- 5.2 The area west of Empire way is mainly residential while the area east of Empire Way is mainly industrial and is subject to no waiting restrictions. The area west of Empire Way is currently subject to significant parking pressures and is heavily parked during normal working hours. It is difficult to find a parking space within the consultation area.
- 5.3 Brent's new Civic Centre will be located opposite Wembley Stadium, Wembley Arena and Arena Square. The new Civic Centre will be a community hub and the main building for Brent Council and some of its partners. It is a nine storey building with 2000 working spaces for staff and councillors. It will also provide unprecedented levels of public facilities which will include, a new flagship central library and learning centre, a community's meeting and performance spaces, registrar's services, a large capacity assembly hall.
- 5.4 This consultation material was designed to ensure residents had an understanding of the developing situation and risks around parking in their area. The relatively low response rate and the outcome of the consultation is surprising but there is no evidence to suggest that residents or businesses fail to appreciate the consequences of introducing, or not introducing, a CPZ in the area.
- 5.5 In response to the outcomes of the consultation it is recommended that no further work is undertaken on the introduction of CPZ in the area consulted at this time. The next stage would normally be the advertising of Traffic Orders but subject to committee decision this will not happen.

- 5.6 There is a real risk that in the absence of a CPZ, visitors may drive to the area and park in areas where no controls exist. This may compromise road safety and essential access. It is therefore recommended that officers review the need for additional parking (yellow lines) controls in the area and, where they are essential, proceed to implement them. This exercise would be expected to be limited to a review of junctions, passing places etc. where the exercise indicated a need for additional yellow lines these would only be implemented after the normal consultation arrangements had to be completed.
- 5.7 It is noted that in a small number of roads, to the north of the consultation area, the majority of respondents were supportive of the introduction of controls. These roads are subject to particular parking pressures at the current time. However it would not be practicable or sensible to introduce a CPZ just to cover those roads. Indeed to do so would simply displace current parking to adjacent streets whereas a larger CPZ would treat parking pressure over a larger area.
- 5.8 When considering this report the committee will need to be aware that if a CPZ is not introduced, in accordance with the results of the consultation, and parking pressures increase there will be little other opportunity to address those pressures in the short term. The introduction of a CPZ would have been funded through the Civic Centre project but that opportunity is time-limited. The council currently has no revenue budget for the introduction of new CPZ's. As a consequence the cost of introducing a CPZ at a future date would have to be met from a funding source that would have to be identified at that time.

6.0 Financial Implications

- 6.1 The recommendation not to proceed with the CPZ means that there will no costs arising in the immediate future. However, if the decision is changed at some stage in the future then funding will need to be identified to implement the CPZ.

Any costs arising from the review of restriction changes will have to be funded from existing budgets.

7.0 Legal Implications

- 7.1 There are no legal implications arising from this report and its recommendations at this time.

8.0 Diversity Implications

- 8.1 There are currently no diversity implications at this stage.

9.0 Staffing/Accommodation Implications

There are no staffing or accommodation implications arising from the issues set out in this report.

10.0 Environmental Implications

- 10.1 The proposal to introduce CPZ parking schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The parking scheme would have enhanced the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

Appendices

Appendix “A” – Consultation documentation

Appendix “B” – consultation results

Appendix “C” – Equalities Analysis

Background Papers

L.B. Brent Parking Strategy (2002)

A New Deal for Transport: Better for Everyone (DETR)

Traffic Management and Parking Guidance for London (GOL)

Any person wishing to inspect the above papers should contact Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

Contact Officers

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Tim Jackson, Head of Transportation – Tel. No. 020 8937 5151

Appendix A

Consultation document

Our ref: TP931 – Civic Centre CPZ
February / March 2012



Introduction

As you might know, the construction of Brent's new Civic Centre is underway and expected to be completed by December 2012. The new Civic Centre is at the heart of and forefront of the Wembley regeneration area, located opposite Wembley Stadium, Wembley Arena and Arena Square. The new Civic Centre will be a community hub and the main building for Brent Council and some of its partners. It will be a 9 storey building which will be home for over 2000 staff and Councillors. It will also provide fantastic public facilities which will include:

- A new flagship central library and learning centre
- Community meeting and performance spaces
- Registrar's services
- A large capacity assembly hall
- Retail and exhibition space

Major developments are also happening all around Wembley. The Centre will be surrounded by leisure facilities, shopping areas, residential accommodation complexes, new hotels and new community facilities.

The Centre is an environmentally friendly building. There will be very limited on-site parking provision at the Centre. However, there will be cycling spaces and charging points for electric vehicles. Council staff and visitors will be encouraged not to drive to the Centre if possible.

When the Centre opens, the number of visitors to the area is expected to be high. There is a risk that these visitors will drive to the area and park in local streets.

What we are proposing?

In order to make sure that local residents and businesses can park and get around the borough, the Council is considering introducing a controlled parking zone (CPZ) in the area as shown on the map overleaf. The introduction of a CPZ around the Centre would:

- Protect local residents and businesses from parking problems
- Encourage visitors to the area to use sustainable modes of transport
- Protect the residential road network from traffic congestion and air pollution

We need your help to get it right

We want to hear from all the households and businesses in the area shown on the map in order to seek your views on introducing a CPZ that would work for you. Brief details of how CPZs operate and how much the permits would cost are enclosed. A draft design of the parking arrangements for your street has also been prepared. This will be on display at the **Town Hall Library, Forty Lane, Wembley, HA9** starting from **9th February 2012**. Council officers will be in attendance in the Library on the following days and times to discuss the proposals and answer any questions you may have:

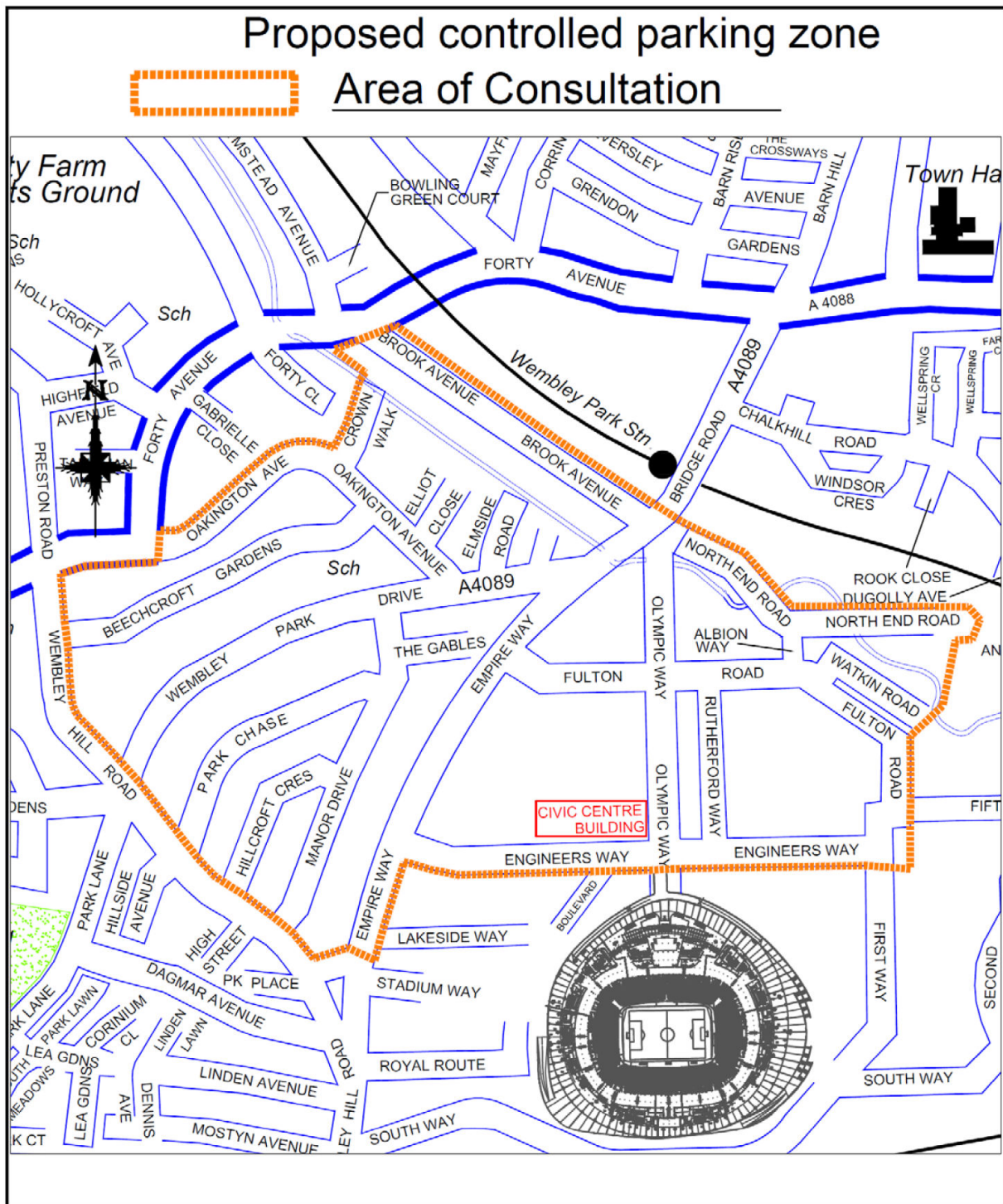
Date	Time	Date	Time
Thursday 9 th February 2012	5pm - 8pm	Saturday 18 th February 2012	11am - 3pm
Saturday 11 th February 2012	11 am – 3 pm	Tuesday 21 st February 2012	11am - 1pm
Wednesday 15 th February 2012	3 pm – 6 pm	Saturday 25 th February 2012	11am - 3pm

It is important that you respond to this consultation otherwise your vote will not count. Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Highway & Transport Delivery, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ, by Friday 2nd March 2012**.



Brent – building a better borough

Appendix A
Consultation document (continued)



Appendix A
Consultation document (continued)



Controlled Parking Zone

Brief Operation Guide and Charges

- All on-street parking in a CPZ is controlled during the times shown on the zone entry plates which are put up at all entry points into the zone. Parking is only allowed in parking bays during the operational hours of the zone.
- Any kerbside space not covered by a parking bay will be subject to single yellow line controls which apply during the controlled hours of the zone unless otherwise indicated on signs. Double yellow lines are installed at key points in the zone, such as around junctions, and these indicate a 24-hour parking prohibition.
- Parking bays can either be permit holder bays, “Pay & Display” bays or shared use (permit & “pay & display”) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the operational times of the zone.
- Parking permits are only issued to eligible residents and businesses within a CPZ. The charges for permits can be seen on the table overleaf. Parking permit is required only if you wish to park your vehicle (if you own one) on the public street during the times of operation of the proposed CPZ. If residents or businesses possess off street parking, and their vehicle would be parked offstreet during the times of operation of the CPZ, then they will not need to purchase a parking permit.
- Blue Badge holders may park their vehicle for free and without time limit in a permit holders bay provided that a valid Blue Badge is displayed.
- Any vehicle with less than 1100 cc engine size can apply for a free first resident permit.
- Two wheel powered vehicles can park free of charge in permit holder bays.
- Resident’s visitors can park all day in permit holder’s bays by displaying either a visitor’s permit or a scratch card. A maximum of 5 books can be purchased per visit. 15 books per year per household will be supplied at £10 per book. Thereafter each book will cost £20. The annual visitor’s permits are shown in the table overleaf.
- “Pay & Display” parking is between 1 and 4 hours maximum stay. The current cost for parking in a “Pay & Display” bay is 60p for 20 minutes, £1.50 for 40 minutes, £2.40 for 1 hour, £6 for 2 hours and £9 for 4 hours.
- Loading bays are provided within CPZ’s where there is a requirement to assist vehicles delivering or picking up heavy or bulky goods. Loading and unloading is only permitted for a maximum period of 30 minutes.
- CPZ’s are intended to give the permit holders priority use of the parking spaces during the operating hours of the zone however this does not necessarily guarantee a parking space. Permits are only valid in the CPZ for which they are issued. 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

Consultation document (continued)

CONTROLLED PARKING ZONE PERMIT CHARGES:

- A charge of 1.25% will be added for payment by credit card. There is no charge for payment by debit card.

Brent Band	1	2	3	4	5	6	7
For vehicles registered on / after 1st of March 2001							
Vehicle Emissions (gCO2/km) *	<110	110-130	131-150	151-175	176-200	201-255	255>
Brent Band	1	2	3	4	5	6	7
For vehicles registered before 1st of March 2001							
Vehicle Engine Size (cc)	<1100	1101-1200	1201-1550	1551-1800	1801-2400	2401-3000	3000>
Resident Permit for 1 Year	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£110)	£50 (£110)	£75 (£110)	£100 (£110)	£125 (£135)	£150 (£160)	£200 (£210)
2nd Resident Permit Visitor Permit charges are in brackets	£75 (£110)	£75 (£110)	£113 (£123)	£150 (£160)	£188 (£198)	£225 (£235)	£300 (£300)
3rd Resident Permit Visitor Permit charges are in brackets	£100 (£110)	£100 (£110)	£150 (£160)	£200 (£210)	£250 (£260)	£300 (£300)	£300 (£300)
Resident Permit for 6 Months	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£56)	£31 (£56)	£43.50 (£56)	£56 (£56)	£68.50 (£68.50)	£81 (£81)	£106 (£106)
2nd Resident Permit Visitor Permit charges are in brackets	£43.5 (£56)	£43.50 (£56)	£62.50 (£81)	£81 (£81)	£100 (£100)	£118.50 (£118.50)	£156 (£156)
3rd Resident Permit Visitor Permit charges are in brackets	£56 (£56)	£56 (£56)	£81 (£81)	£106 (£106)	£131 (£131)	£156 (£156)	£156 (£156)
Resident Permit for 3 Months	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£31)	£18.50 (£31)	£24.75 (£31)	£31 (£31)	£37.25 (£37.25)	£43.50 (£43.50)	£56 (£56)
2nd Resident Permit Visitor Permit charges are in brackets	£24.75 (£31)	£24.75 (£31)	£34.25 (£34.25)	£43.50 (£43.50)	£53 (£53)	£62.25 (£62.25)	£81 (£81)
3rd Resident Permit Visitor Permit charges are in brackets	£31 (£31)	£31 (£31)	£43.50 (£43.50)	£56 (£56)	£68.50 (£68.50)	£81 (£81)	£81 (£81)
Visitor Household Permit Band	1	2	3	4	5	6	7
Visitor Household Permit Charges are marked in brackets, (only one permit per household can be issued)	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()
All Other Vehicles	3 Months			6 Months		1 Year	
Business Liveried Permit	£60			£100		£180	
Business Permit	£90			£160		£300	
Doctor's Exempt Permit	£150 per Year						
Temporary Permit	£10 per Month						
Replacement Permit (Lost, stolen, or defaced permit)	£10 per re-print						
* If the V5 document does not state the CO2 emissions, the Council will use the cc engine size in determining the correct permit charge.							

Appendix A Consultation document (continued)

Translation Request

We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g large print, Braille), please contact the Consultation Officer on 0208 937 5127.	ENGLISH
நாங்கள் வழங்கும் தகவலை எங்கள் எல்லா வாடிக்கையாளர்களும் புரிந்துகொள்வதை நாங்கள் விரும்புகிறோம். இந்தத் தகவலை உங்களின் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, பிரேயில்) நீங்கள் வேண்டினால், தயவுசெய்து 0208 937 5127 இல் கஸ்தானோசிப்பு அதிகாரியைத் தொடர்புகொள்ளவும்.	TAMIL
نود أن يتمكن جميع عملائنا من فهم المعلومات التي نقدمها. إذا كنت ترغب في استلام هذه المعلومات مترجمة إلى لغتك الأولى أو تفضلها بصيغة أخرى (مثلا، بالحروف الكبيرة أو مكتوبة بلغة بربل للمكفوفين) فيرجى الاتصال بموظف التشاور على هاتف رقم: 0208 937 5127	ARABIC
Ne duam që të gjithë konsumatorët tanë të kuptojnë informacionin, që ne japim. Nëse e doni të merrni këtë informacion në gjuhën tuaj ose në një format tjetër (p.sh. me shkronja të mëdha, ose shkrim Braville), lutemi kontaktoni Oficerin e Konsultimit në numrin 0208 937 5127.	ALBANIAN
Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. dużą czcionką, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji (Consultation Officer) pod numerem 0208 937 5127.	POLISH
Waxaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 02089375127.	SOMALI
અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા બધા જ ગ્રાહકોને સમજણ પડે એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઈલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.	GUJARATI
ہم چاہتے ہیں کہ جو معلومات ہم دیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (بڑے حروف کی چھپائی، بریل) میں درکار ہو تو براہ مہربانی کنسلٹیشن آفیسر سے نمبر 0208 937 5127 پر رابطہ کریں۔	URDU
हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिये तो कृपया कंसलटेशन ऑफिसर से नंबर 0208 937 5127 पर संपर्क करें।	HINDI
ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਸਾਡੇ ਸਾਰੇ ਗ੍ਰਾਹਕ ਸਾਡੇ ਵਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੌਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 937 5127 ਤੇ ਸੰਪਰਕ ਕਰੋ।	PUNJABI

Appendix A
Consultation document (continued)

Our ref: TP931 - Possible Civic Centre CPZ
Feb / Mar 2012



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 2nd March 2012**. Alternatively, post it to **London Borough of Brent, Highway & Transport Delivery, 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 5185**



Brent – building a better borough

Question 1	
Are you in favour of CPZ for your street ?	Yes ☐ No ☐
Question 2	
What are your preferred operational days and hours for the CPZ? <i>(Please note that the existing Wembley Protected Parking Scheme operational times will remain in place when there is an event at Wembley Stadium)</i>	
Monday to Friday 10am to 3pm (shorter)	☐
Monday to Friday 10am to 9pm (longer)	☐
Monday to Friday 8.30am to 6.30pm (normal)	☐
If you don't support any of the above days and hours of operation, please write down your preference in the comments box.	
Question 3	
Are you in favour of the scheme operating on Saturdays?	Yes ☐ No ☐
Are you in favour of the scheme operating on Sundays?	Yes ☐ No ☐
Question 4	
Are you in favour of the scheme operating on Bank Holidays?	Yes ☐ No ☐
Comments	

If you require any additional information or would like further explanation, please call the Design team on 020 8937 5185 or consultation officer on 020 8937 5127

Appendix A

Consultation document (continued)



Equalities Monitoring Questionnaire

Brent Council is committed to ensuring that the services it provides meet the needs and requirements of all sections of the community. It is not compulsory to provide the information we are asking for but you will be helping us to meet this commitment and tailor our services to the needs of Brent's community, if you do so.

Any information given will be processed, in accordance with the Data Protection Act 1998 and therefore information which can identify you will not be published or passed to any third party.

**We would appreciate your help by completing the following questionnaire and returning it to:
Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.**

1) Your first and last name:

2) Your address:

3) What is your ethnic group? (Please tick the relevant box)

Asian or Asian British ☐ Indian ☐ Pakistani ☐ Bangladeshi ☐ Any other Asian background e.g. <i>African Asian</i> <i>Sinhalese</i> <i>Sri Lankan Tamil</i> <i>Nepali</i>	Black or Black British ☐ Caribbean ☐ African	Chinese or other ethnic group ☐ Chinese ☐ Any other ethnic group e.g. <i>Kurdish</i> <i>Afghan</i> <i>Iraqi</i>
White ☐ British ☐ Irish ☐ Any other White background e.g. <i>Gypsy/Roma</i> <i>Albanian</i> <i>Croatian</i> <i>Polish</i>	Mixed Race / Dual Heritage ☐ White/Black Caribbean ☐ White/Black African ☐ White/Asian ☐ Any other mixed background	

4) Do you consider yourself to be a disabled person? ☐ No ☐ Yes → If 'Yes', please indicate the nature of your disability, by ticking the appropriate box below:

- ☐ - Mobility difficulties (includes people who use wheelchairs)
- ☐ - Sensory impairments (these include sight, hearing and speech impairments)
- ☐ - Respiratory difficulties
- ☐ - Other

5) What is your gender? ☐ Female ☐ Male

6) To which age group do you belong?

☐ 15-24 ☐ 25-44 ☐ 45-54 ☐ 55-64 ☐ 65-74 ☐ 75-84 ☐ 85+

Appendix B – Consultation Results

Scheme name Civic Centre CPZ

Road Name	Questionnaires delivered	Questionnaires returned	Percentage Response	Question 1	Question 1	Question 2	Question 2	Question 2	Question 4	Question 4
				Yes	No	10am-3pm	10am-9pm	8.30-6.30	YES	NO
Beechcroft Gdns	79	65	82.0	12	25	6	3	8	7	27
Brook Ave	130	19	15.0	12	7	5	3	5	8	10
Crown Walk	56	20	36.0	9	11	4	3	4	5	14
Elliot Close	47	18	38.0	5	13	6	0	2	1	14
Elmside Road	17	6	35.0	1	5	1	0	1	1	4
Empire Way	459	52	11.0	21	29	12	3	14	11	35
Engineers Way	52	4	8.0	2	0	0	0	0	0	2
Forty Avenue	36	9	25.0	4	5	1	0	1	4	6
Fulton Road	20	5	25.0	1	4	0	0	5	0	2
Hillcroft Crescent	34	14	41.0	5	8	2	0	1	2	9
Manor Drive	113	33	29.0	10	23	2	0	4	3	25
North End Road	592	50	8.0	24	26	13	3	6	10	35
Oakington Avenue	101	23	23.0	8	16	7	6	20	6	16
Park Chase	76	26	34.0	12	14	7	2	5	5	19
Watkin Road	18	3	17.0	0	3	0	2	5	1	2
Wembley Hill Rd	63	14	22.0	3	11	4	0	5	3	10
Wembley Park Drive	315	66	21.0	28	38	11	7	16	20	39
	2208	427	19.0	157	238	81	32	102	87	269

NB: If a road within the consultation area does not appear in the above table, then no questionnaires were received for that road

Main Analysis as by 05th March 2012

1. 19% returned questionnaires
2. 37% are in favour of CPZ
3. 56% are not in favour of CPZ
4. 19% prefer operational hours 10-3, 7% prefer 10-9pm and 24% prefer 8.30-6.30
5. 20% are in favour of cpz operating on Bank holidays
6. 63% are not in favour of cpz operating on Bank Holidays

Appendix C – Equalities Analysis

CIVIC CENTRE– PROPOSED CPZ

TP931

FEB/MAR 2012

QUESTIONNAIRES SENT – 2208

QUESTIONNAIRES RECEIVED - 427

RESPONSE RATE – 19%

Q1. Are you in favour of CPZ for your street?

Percentages shown below out of returned questionnaires

Yes	No
157	238
37%	56%

Q2. What are your preferred operational days and hours for the CPZ?

10am – 3pm	10am – 9pm	8.30am – 6.30pm
81	32	102
19%	7%	29%

Q3. Are you in favour of the scheme operating on Saturdays/Sundays?

Yes Saturdays	No Saturdays	Yes Sunday	No Sunday
106	244	83	264
25%	57%	19%	62%

Q4. Are you in favour of the scheme operating on Bank Holidays?

Percentages shown below out of returned questionnaires

Yes	No
87	269
20%	63%

1 Response from Metropolitan Police Service – with no comments or any chosen options

No responses from stakeholders or Resident Association

PAGE 1

Appendix C – Equalities Analysis (continued)

EQUALITIES

337 residents completed the Equalities Monitoring Questionnaire

78 are Indian 12 – Pakistani 2 – Bangladeshi 12 – Any other Asian Background

17 – Caribbean 11 – African

9 – Chinese 11 - Other ethnic Group - 11

2 - British 14 – Irish 28 – Other White background

3 – White/Black Caribbean 1 –White/Black African 1 – White/Asian 5 – Other mixed background

Disability 57 considered themselves with disability

271 do not consider themselves with a disability

Gender 211 – Male 126 – Female

Age 8 respondents were 15-24, 102 respondents were 25-44, 54 respondents were 45-64,
59 respondents were 65-74, 38 respondents are 75-84, 19 respondents were 85+



Highways Committee

20th March 2012

Report from the Head of Transportation

For Action

Wards Affected: ALL

Report Title: Progress on preparations for the management of traffic and parking in support of London 2012 Olympic events at Wembley Stadium and Arena.

1.0 Summary

- 1.1 The report to the meeting of the Executive committee on 12 March 2012 provides members with an update on progress with preparations for the successful delivery of the 2012 Games in Brent.
- 1.2 This report provides an update on arrangements specifically for the management of traffic and parking during the games period for the events to be held at Wembley Stadium and Arena.

2.0 Recommendations

- 2.1 The Committee are asked to note the progress on transportation and parking arrangements being made for the delivery of a successful Olympics in the Borough.
- 2.2 That officers provide a further update to members on final arrangements for transportation and parking for the games at the future meeting of the Highways Committee.

3.0 Detail

Background

- 3.1 The London 2012 Games will have a significant impact on Brent as Wembley Stadium will be hosting the women's and men's football semi finals and finals

whilst Wembley Arena will be used as the venue for badminton and rhythmic gymnastics.

- 3.2 As a host borough for London 2012, officers have been working closely with the London Organising Committee of the Olympic and Paralympic Games (LOCOG), the Olympic Delivery Authority (ODA), the Government Olympic Executive (GOE) the Greater London Authority (GLA) and Transport for London (TfL) on transport and parking arrangements for the games.
- 3.3 Transportation officers have been working closely with LOCOG and TfL to develop the Local Area Traffic Management and Parking Plan for the events at the Stadium and Arena will take place from the 28 July to 12 August 2012

Wembley Stadium

- 3.4 The stadium is the largest of the six stadiums staging the London 2012 Olympic Games Football competition with a capacity of 90,000. It will host nine matches over eight days including the gold medal events in both the Men's and Women's competition. Matches are programmed to be held on the 29th, 31st July and 1st, 4th, 6th, 7th 9th and 11th August. Although we do not have information on the teams that will be playing, and this will usually determine attendance, it is anticipated that each event will be a sellout. Kick off times for matches will vary between 14:30 to 19:45 hours.

Wembley Arena

- 3.5 The Arena is a key London venue for concerts and has an approximate capacity of 12,000. During the Olympics the Arena's capacity will be reduced to 6,000 and the venue will host Badminton and Rhythmic Gymnastics competitions. Badminton will be played over nine consecutive days from 28th July to the 5th August with three matches a day. Rhythmic Gymnastics will be held over four days from 9th August to 12 August. Events in the Arena commence at 08:30 and conclude at 23:00 hours.

Transport Strategy

- 3.6 London 2012 will be publicised as a car free event and greater emphasis will be placed on the use of public transport and other sustainable modes of travel. Bus and coach modes, including local bus services, coach operations, park-and-ride and shuttle bus services will be used to supplement the rail services at some venues and details are under development. Brent Transport Service will provide a shuttle bus service between Wembley Park Station and the Arena. The Active Travel Programme will also promote walking and cycling to all venues. The number of spectators, combined with a high number of tourists and people using the transport system means that London will be significantly busier than normal at certain times on certain days.
- 3.7 Most spectators will arrive in Wembley via the three main stations at which it is anticipated will be particularly busy at peak commuter periods. Ticket holders will be issued with free Oyster cards (day) and it is expected that

spectators attending events at Wembley will travel by rail to Wembley Park, Wembley Stadium and Wembley Central. As a result the main lines into Wembley, namely the Jubilee, Metropolitan, and Chiltern lines will be significantly busier throughout the Games period.

The ODA are in discussions with TfL on arrangements for improved train services for the games period, and it is highly likely that bus services in the area will also be improved.

- 3.8 Transportation officers continue to liaise with TfL on transport arrangements and the Wembley Central station modernisation and improvement works currently in progress, which includes the installation of a lift for disabled access, will be completed before the games.

Travel Information

- 3.9 In response to requests for more detailed information, TfL has now published very detailed transport 'hotspot' information covering London's roads and public transport network. Information is available by visiting the TfL website; <http://www.tfl.gov.uk/gettingaround/london2012/21677.aspx>. Information from TfL demonstrates that, rather than requiring a blanket reduction in travel by 30 per cent across London as a whole, the transport challenge is focused at certain times and in certain locations, generally in central London and around the Games venues.
- 3.10 Around 70 per cent of Greater London's road traffic will be unaffected and two thirds of Tube and DLR stations will see no impact, in terms of additional time taken to board a train. However, on the busiest days, there will be an additional three million journeys in London as people watch the Games and attend cultural events, meaning the road and public transport networks will be much busier than usual in certain locations.
- 3.11 London 2012 and TfL have been working with businesses for over a year, to enable them to plan ahead and from early this year have begun to communicate directly with the public across London (and the UK).
- 3.12 Information on TfL's website; www.tfl.gov.uk/2012, show details of anticipated journey times travelling by road and rail and an online road journey planner tool has been developed.
- 3.13 The road and Tube station 'hotspot' maps and accompanying travel advice are based on the latest data and information on which TfL is developing its own operational transport plans and work with businesses on travel arrangements for the games period. It is anticipated that the three main stations for Wembley venues, namely, Wembley Park, Wembley Central and Wembley stadium will be significantly busier during peak times.
- 3.14 On the Tube (and DLR), detailed station descriptions have been produced, showing the impact at 30 of the affected stations, day-by-day and at half-hour intervals. They show the impact at stations if nothing was done to manage the demand from Games spectators and regular customers, taking into account seasonal demand patterns. They also show how the impact is

alleviated when an anticipated reduction of 20 per cent in the total number of journeys is achieved as a result of changed travel patterns at these times and locations. This reduction is based on work undertaken by TfL and London 2012 in consultation with businesses, who already expect and have planned that some staff will not travel at these times and locations as they will be working at another location, working from home, taking holiday – perhaps to attend the Games as a spectator – or flexible working such as working longer hours, but fewer days in each week.

- 3.15 Over the coming months TfL will continue to publish updated information for residents and businesses on their website, prioritising central London venues as it is anticipated that these are more significantly affected.

Olympic Road Network (ORN)

- 3.16 In June 2009, following a consultation process, the Secretary of State for Transport made an Order designating the roads that will form the Olympic Route Network (ORN). Designation of the ORN gives the Olympic Delivery Authority (ODA) powers to approve planned road works on the ORN, to make Traffic Regulation Orders on ORN roads and designate additional ORN roads subject to consultation and the Secretary of State's consent. Transport for London (TfL) act on behalf of the ODA.
- 3.17 The Olympic Route Network will help ensure that the 'Olympic family' (athletes, officials and team support) can get around London – between their accommodation, training and competition venues – with the minimum of delay and stress, so they can perform at their best. Appendix A is the plans for the ORN in Brent. The ORN will come into operation on the 25th July.
- 3.18 From Central London the Olympic family will follow the ORN along the A40 - Hanger Lane Gyratory System - A406 North Circular Road, Drury Way, Great Central Way, South Way, First Way, and into Engineers Way on arrival. To assist with exit journey times the usual one-way working for stadium events in South Way will become two-way working allowing the games family to exit the Green Car Park at Gate 5 and travel along South Way to Fourth Way, and Great Central Way onto the A406 NCR. Empire Way (between Wembley Hill Road and Engineers Way) has also been designated as Alternative ORN along with Wembley Hill Road (from the Conference Centre Roundabout to the Harrow Road), and some vehicles may exit via these roads. Access to Great Central Way from the A406 NCR Eastbound carriageway will be discouraged and signposted from the A406 NCR Westbound exit via Neasden Lane to minimise congestion in bound for the Olympic family. TfL, acting on behalf of the ODA will install and remove post games, the necessary signs and line markings on the ORN.
- 3.19 The ORN on the A406 will be in operation between 07:00 - 23:00, officers are consulting with LOCOG on operational times for Brent roads, but it is envisaged these will be similar. Outside these times the roads will revert to normal use.

- 3.20 Enforcement on the ORN for the dedicated games lanes and parking will be carried out by the Police on TfL maintained roads (e.g. A406 NCR), and the London Boroughs for their network. Designated lanes will be signed and marked for use by the Olympic Family to ensure journey times are met. In Brent, only the A406 NCR and parts of Great Central Way, South Way and First Way would have designated lanes marked.
- 3.21 Engineers Way will be closed along the frontage of the Arena between Empire Way and Rutherford Way to traffic 24 hours a day from the 16th July to the 12th August 2012. This is to ensure the safety of athletes whilst travelling between the training/warm up areas located on land on the northern side of Engineers Way.
- 3.22 Harrow Road and Blackbird Hill / Neasden Lane are not part of the ORN and will be used as an alternative route (AORN) to the venues should an incident occur on the ORN within Brent. Alternatively, should an incident occur on the A40 the A41 will become the alternative route from Central London.
- 3.23 TfL have made arrangements for network resilience by appointing a contractor to react to events (such as collapsed manholes or damage caused by traffic accidents) that would disrupt traffic on the ORN, 24 hours a day. Temporary arrangements will be made to get traffic moving again as soon as possible with any other necessary highway work taking place at night time. Brent are also making similar arrangements for events that may occur on the borough network in the vicinity of Wembley and will also have officers in a control room during the operation of the ORN on a daily basis. Major utility companies such as Veolia Water, Thames Water and National Grid Gas are also ensuring that they have specific teams of operatives available that can respond rapidly to deal with emergencies.
- 3.24 Between March and September 'Clearway 2012' will be in operation. This is a programme aimed at utilities encouraging them to avoid any planned work on the ORN. Brent Council will not allow any works (other than emergencies) along the ORN, AORN (Alternative ORN) and major bus routes between 1st March to 30th September for the ORN and from 1st July to 9th September for the AORN and the strategic road network.

Local Area Traffic Management and Parking Plan

- 3.25 LOCOG, TfL and officers from Transportation have been working on the local area traffic management plans for Wembley. The plans consist of two key areas; the Traffic Management Area and the Residents and Business Parking Protection Area. This involves the closure of Engineers Way and implementing the Wembley protective parking scheme for Stadium events (but not for Arena events). Discussions have also taken place with Quintain on contingency plans regarding access to the Civic Centre site and for construction traffic to access and egress the site from Fulton Road via the yellow car park behind the site.

- 3.26 Local arrangements will include the closure of Engineers Way, the holding of traffic on Fulton Road for pedestrians travelling along Olympic Way to and from the arena during peak times.
- 3.27 To accommodate the closure of Engineers Way (18th July to 13th August), following consultation with TfL Buses, it is necessary to divert bus routes 92 and PR2 along Fulton Road. To accommodate this, free parking (approx. 19 bays) between the junctions of Watkin Road to the entrance of Euro Car Parts (towards Fifth Way) will be suspended for the duration, and 'at any time' waiting and loading restriction will be in place. There are existing 'at any time' parking restrictions on the south side of the street, additional loading restrictions will also be in place. Fulton road currently already has 'at any time' waiting and loading restrictions in place for Wembley Stadium events.
- 3.28 Restricting vehicle access to Ecclestone Place to residents and businesses only is also being considered as a contingency for Wembley Stadium Events.
- 3.29 Officers are working with LOCOG and TfL on arrangements for communication with affected residents and businesses in both Fulton road and Ecclestone Place.
- 3.30 Brent has established traffic management arrangements for Wembley Stadium events which have been in operation for many years. These will be implemented for stadium events, with variations for the two-way traffic flow in South Way, which have been successfully piloted over five events including the Carling Cup Final on Sunday 26th February and England v Holland on 29th February 2012.
- 3.31 It is anticipated that during the games period, traffic on the ORN will be affected. The A406 will be reduced by one lane from Hanger Lane to provide a dedicated Olympic lane. Great Central Way will operate as with stadium event days with pre-match arrangement of two lanes inbound (one of which is a marked Olympic lane) and one outbound. Post-match arrangements will be tidal, with two lanes out and one lane in. Businesses on the industrial estate will be able to operate as usual although some delays may be expected.
- 3.32 Recycling and Waste are developing plans for additional street cleansing in preparation for and during the Games period, including a night service. In order to minimise disruption to waste collections, it is likely that collections will commence collections earlier (6am) and continue until later each day with any changes will be communicated to residents. Although waste disposal arrangements are still to be confirmed, a request has been made to the West London Waste Authority for increased access at local tipping sites to reduce journey times. These local facilities (Laxcon Close off Drury Way and Twyford off the A406 NCR) can be accessed during the games.
- 3.33 Parking Enforcement Officers will enforce the ORN within Brent. The London Councils TEC Committee in October 2011 agreed to increase parking charge

notices to £200 for the enforcement of moving traffic contraventions for driving in the games lanes and parking restrictions on the ORN. This will be subject to approval by the Mayor for London. There was a further consultation by London Councils regarding increases in charges on borough roads and Brent responded to oppose the suggested increases. There are no proposed changes to the level of fines on Brent's network (other than on the ORN). Officers are not concerned by this as current levels of fines for event day parking restrictions have proved to successfully deter illegal parking. Revenue from all fines on borough roads will be kept by the council, although the onus is to prevent illegal parking and congestion.

- 3.34 Although parking restrictions are already in place along the route, some minor amendments are being made to ensure that junctions remain clear of parked vehicles and current traffic orders are being amended to prohibit parking within 50m of junctions.
- 3.35 Parking Enforcement Officers will patrol the ORN on foot and on scooters/pedal cycles to ensure rapid response to any unauthorised parking. Removal trucks will be on hand to remove vehicles illegally parked and it may be necessary for some of these vehicles will be relocated to another street when possible due to the restriction of available space within the pound.
- 3.36 As usual, the Wembley Protective Parking scheme will only be implemented for events at the stadium and will not be in place for Arena events.
- 3.37 Wembley has always been publicised as a public transport destination and spectators for Olympic events will be issued with a free Oyster Card for the day. To accommodate the Olympics family, parking availability in the official car parks will be significantly reduced, although there will be adequate spaces available for disabled visitors. For stadium events, the Wembley Protective Parking scheme will be in full operation. However, some spectators may still decide to travel by private car to either events at the Stadium or Arena, and there is also the small risk of some satellite parking in the borough (and neighbouring boroughs) near to stations, in which case it may be necessary to improve parking enforcement in some areas and/or introduce additional restrictions.
- 3.38 Transportation officers will continue to liaise with stakeholders on transport related issues, including the impact on the network of the other events in the borough, namely a Brazilian Festival, Council-led events such as Brent Celebrates the Flame (25th July) and Brent Celebrates a Golden Summer (9th September) and several proposed Eid celebrations which fall within the games period. Preparations are also being made for the Olympic Torch relay through the borough. All event applications are subject to approval by the Borough Safety Advisory Group (BSAG) and Members will be updated as necessary.

Olympic Torch Relay

- 3.39 The torch relay is due to arrive in Brent on Wednesday 25 July. The route is confidential and LOCOG will make an announcement with further details in the spring.
- 3.40 By signing the torch relay agreement with LOCOG, Brent has agreed to provide a number of key services (Waste & Recycling, Transportation, Parking, Health & Safety, Control Room/CCTV and Communications) for the relay.
- 3.41 Brent is required to and will develop a traffic management and communications plan for the day. Officers continue to work with LOCOG, the Police, TfL and other Councils on the development of the traffic management plan. Police and LOCOG have travelled the route with Brent Transportation officers to identify potential 'hot spots' on the route which will require crowd management planning. It is envisaged that Brent will use rolling road closures with potentially some suspension of parking bays required on key roads though this will be kept to a minimum. A report on the visit is awaited.
- 3.42 The communications plan will be an essential part of providing LOCOG with an overview of the relay in Brent as well as a timeline of key messages to the residents. LOCOG require a plan for Brent which will contribute to the overall communications strategy for the day.

Communications with Residents and Businesses

- 3.43 TfL are preparing a 2012 Communications Plan. The initiatives and messages are led and controlled by TfL with local authorities supporting them through access to local communication networks and publications such as The Brent Magazine, the Enterprise Partnership and Council website. Brent is also working with TfL by hosting 'Travel Information to Businesses' workshops at the Town Hall throughout February and March 2012. TfL are gradually rolling out a programme of information for businesses, residents, commuters and spectators.
- 3.44 On 24th February 2012 LOCOG sent a letter and plans to all residents and businesses in the areas that will be most affected, to explain the proposed measures and invite comments. All Brent Councillors were emailed a copy of this information, and arrangements are being made for a copy to be available to the public on the Council's website.
- 3.45 Transportation officers continue to work with the Communications team to ensure that businesses on the Wembley trading estate and residents, particularly in North End Road, are fully aware of arrangements that will be in place for the games.
- 3.46 As part of the on-going development of the TfL communications plan, it is proposed that a leaflet will be available to residents and businesses over a wider area.

- 3.47 Officers will continue to update the Council's website as information becomes available providing links to the TfL website.
- 3.48 Network management arrangements are being made for the Torch Relay on Wednesday 25 July 2012 and Transportation officers are supporting the communications plan.

4.0 Financial Implications

- 4.1 The report to the meeting of the Executive committee on 12 March 2012 provides members with details on the funding available for the games to deliver the Borough Operational Plan.
- 4.2 LOCOG are funding all traffic management equipment and staffing costs for implementing the event management arrangements identified in the Local Area Traffic Management.

5.0 Legal Implications

- 5.1 The Secretary of State for Transport's order in 2009 effectively designated powers to the ODA to act as the Highway and Traffic Authority for the ORN for the Games period.
- 5.2 The ODA have delegated this authority to Transport for London, who are acting on their behalf.
- 5.3 The Council have entered into an agreement pursuant to Section 8 of the Highways Act 1980 in respect of Works to existing roads for the Olympic Route Network (ORN).
- 5.4 The Council have also entered into an agreement under section 101 of the Local Government Act 1972 in respect of Traffic Regulation Orders for the ORN.

6.0 Diversity Implications

- 6.1 The report to the meeting of the Executive committee on 12 March 2012 provides members with details on the diversity implications for staff impacted on the arrangements for the games. There are no further implications identified within this report.

7.0 Staffing Implications

- 7.1 The report to the meeting of the Executive committee on 12 March 2012 provided members with details of implications for staff impacted on the arrangements for the games.
- 7.2 Staff from Transportation are responsible for traffic management for events at Wembley stadium supported by staff from Highways Operations in Recycling and Waste.

- 7.3 Requirements for staff to work on the traffic management for events at Wembley venues have been identified through the development of the Local Areas Traffic Management and Parking Plan.
- 7.4 Arrangements for staff to work on events over the games period that assure service and business continuity are currently being considered and a staffing schedule will be developed over the next several weeks.
- 7.5 It is envisaged that the existing pool of staff that work on the traffic management for Wembley Stadium events will be able to cover these events over the games period. However, contingencies will be considered as part of the developing the schedule and the pool of staff will be expanded to include other officers in Transportation and Highways Operations and, if necessary, other service areas within the department.

Background Papers

Executive Report, 18th January 2010 - Inspiring Brent: Brent Council Action Plan for the London 2012 Games.

Executive Report, 15th November 2010 - Inspiring Brent: Brent Councils Programme for the London 2012 Games.

Executive Report, 12th March 2012 - London 2012: update on Brent's Action Plan for the Games Period.

Wembley venues - Local Area Traffic Management and Parking Plan

Contact Officers

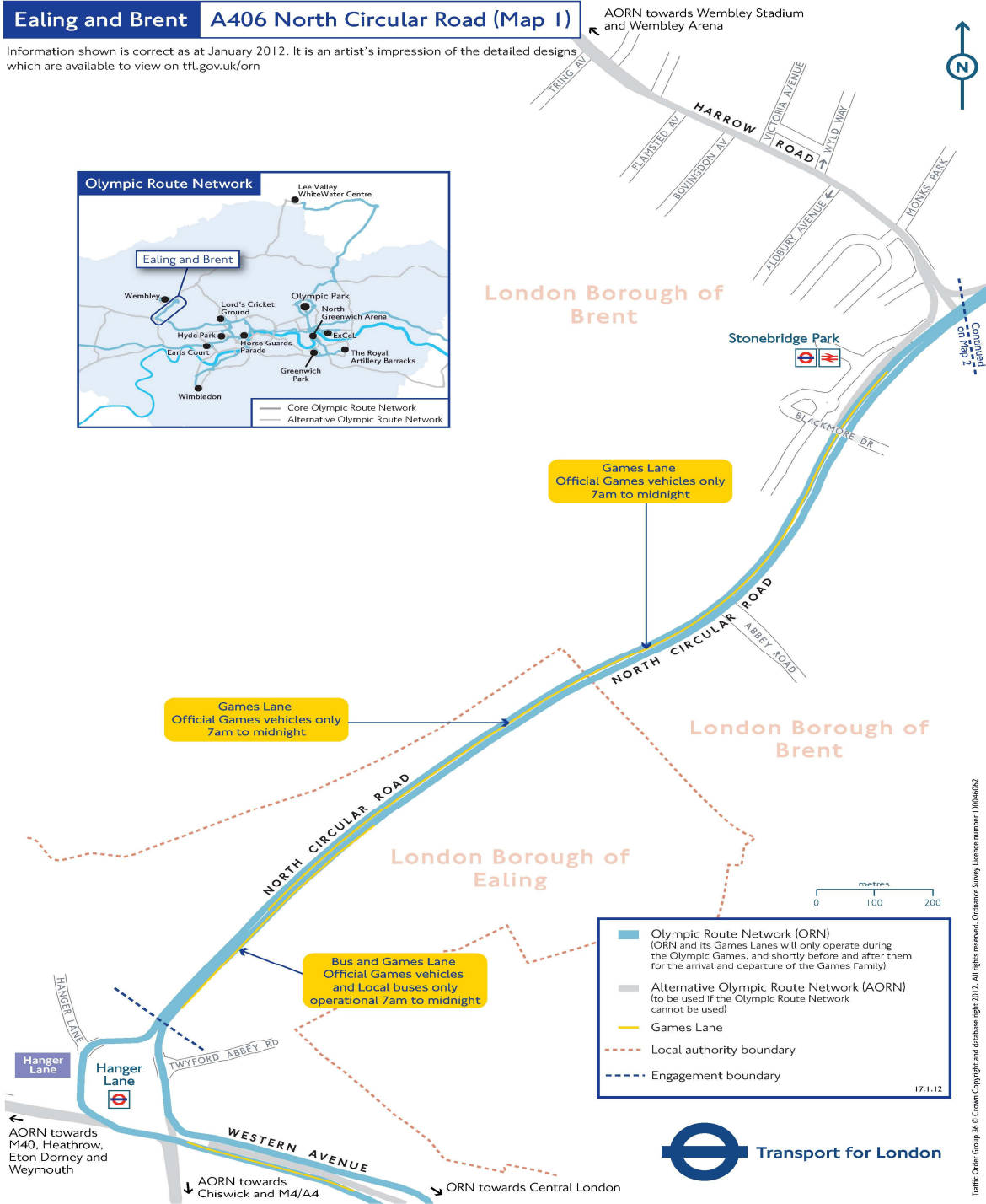
Sandor Fazekas
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Appendix A – Plans of the Olympic Route Network in Brent

Ealing and Brent A406 North Circular Road (Map 1)

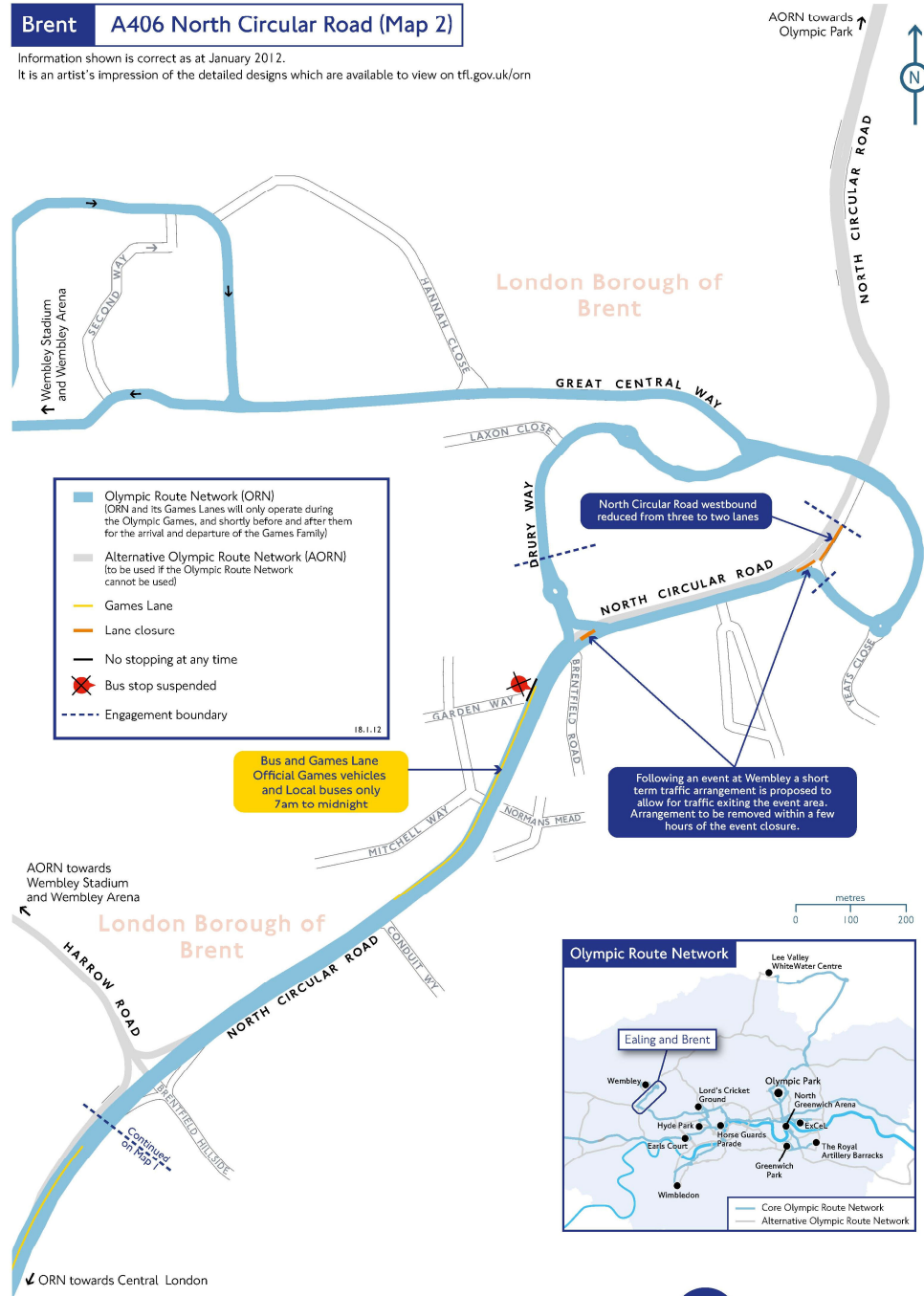
Information shown is correct as at January 2012. It is an artist's impression of the detailed designs which are available to view on tfl.gov.uk/orn



Appendix A – (Continued) Plans of the Olympic Route Network in Brent

Brent A406 North Circular Road (Map 2)

Information shown is correct as at January 2012.
It is an artist's impression of the detailed designs which are available to view on tfl.gov.uk/orn



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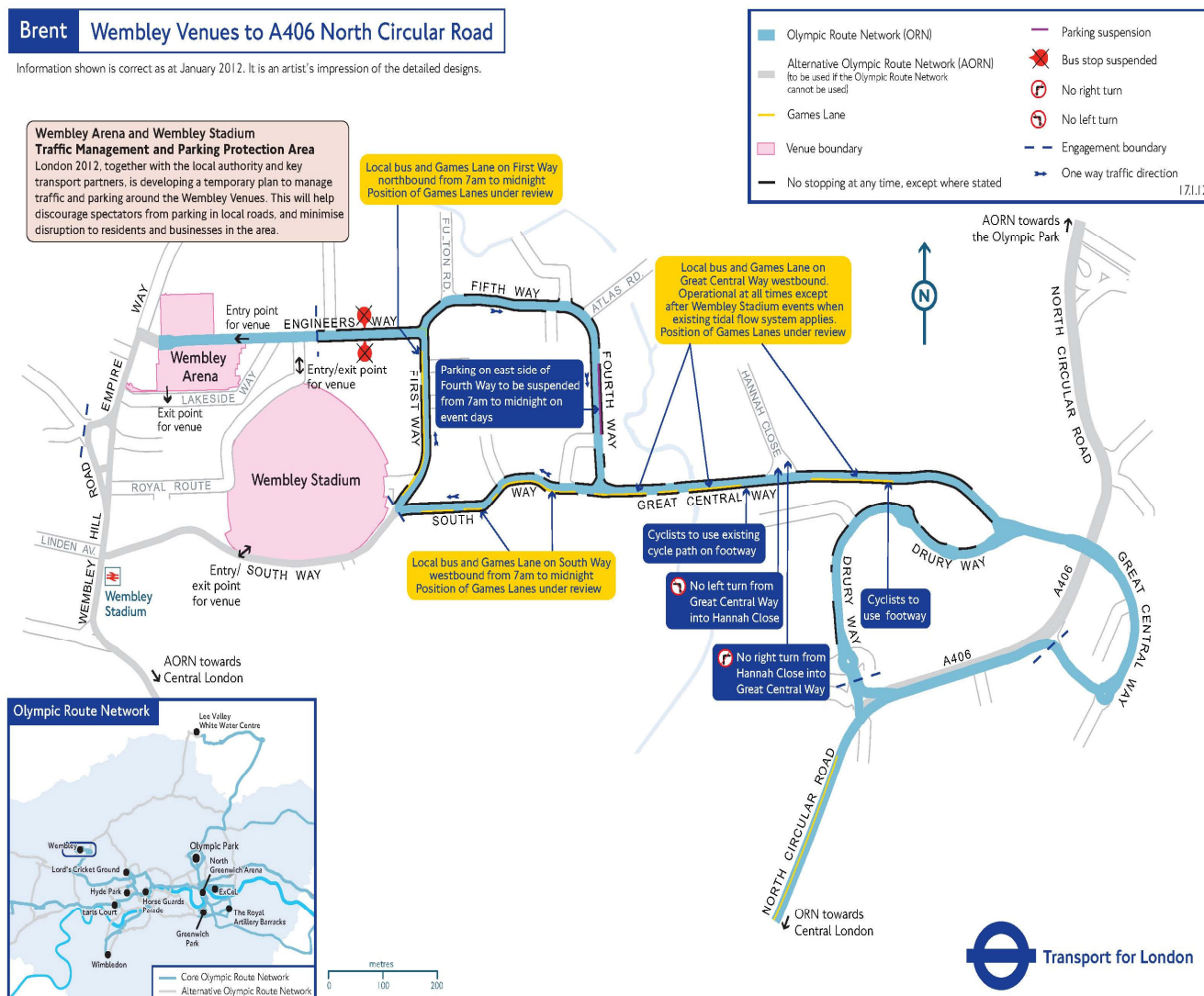


Appendix A – (Continued) Plans of the Olympic Route Network in Brent

Brent Wembley Venues to A406 North Circular Road

Information shown is correct as at January 2012. It is an artist's impression of the detailed designs.

**Wembley Arena and Wembley Stadium
Traffic Management and Parking Protection Area**
London 2012, together with the local authority and key transport partners, is developing a temporary plan to manage traffic and parking around the Wembley Venues. This will help discourage spectators from parking in local roads, and minimise disruption to residents and businesses in the area.



	Highways Committee 20 March 2012 Report from the Head of Transportation
For information Wards Affected: Harlesden, Kensal Green	
Harlesden Town Centre Consultation Results	

Forward Plan Ref: E&C-

1.0 Summary

- 1.1 This report informs members of the results of the recent public consultation on the Harlesden Town Centre “Major Scheme”.
- 1.2 Transport for London’s (major scheme) funding regime provides an opportunity for Council’s to develop and implement schemes to improve the operation and appearance of town centres so as to support the vibrancy and vitality of those town centres.
- 1.3 Officers are currently working on a scheme for Harlesden Town Centre with the aim of securing up to £4 million to deliver the proposals. The aim of the scheme is support the development of an economically, socially and environmentally sustainable town centre which contributes to the wider objectives of reducing the need to travel (by motorised means) and where travel is necessary, to maximise the attractiveness of public transport by improving its reliability and speed.
- 1.4 The report recommends that, having considered the results of the consultation, the Committee agrees to progressing option B including the amendments outlined within the report.

2.0 Recommendation

- 2.1 That Committee notes the results of the recent consultation into options for the Harlesden Town Centre Project and instructs officers to proceed with option B, including recommendations identified within section 6.10 of the report, subject to confirmation of funding from Transport for London and completion of the necessary statutory consultation.
- 2.2 That Committee authorises the Head of Transportation to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement option B.
- 2.3 That a progress report will be prepared and reported back to Committee during the autumn prior to commencement of the works on site.

3.0 Background

- 3.1 Harlesden Town Centre is at the centre of a diverse community, yet like many places its status has been progressively reduced so that it has increasingly become a place of motor traffic domination, broken pedestrian preferred routes, inadequate investment and maintenance, road danger and declining areas of public space.
- 3.2 The Council's vision for Harlesden is to bring about a major shift in the commercial ranking and quality of Harlesden town centre, enabling it to better serve and contribute to the regeneration of its residential and industrial hinterland, and to become an attractive place that people will want to visit, linger, socialise and spend money.
- 3.3 Over the last couple of years, Brent Council have been working closely with the Harlesden Town Team 2010, a local community group set up in 2010 to help promote positive change in Harlesden. Our partnership led to the publication of the 'Harlesden Town Charter – A Vision for Harlesden', which sets out the community's vision for improving Harlesden over the next 10 to 15 years.
- 3.4 As a major first step towards realising the aspirations of the Charter, a large multi-million pound scheme for Harlesden Town Centre has being developed in conjunction with the Town Team.

4.0 The Proposals

- 4.1 The proposals for the Town Centre project consist of two options (Option A and Option B) which are detailed in the consultation documents and attached as Appendix A.
- 4.2 Option A retains the existing gyratory system for traffic movements around the town centre and consists of:
- Wider footways to provide more space for pedestrians and small areas of public space with seating and greenery.
 - Less street clutter by removing unnecessary signage, guardrails etc. and renewing or improving the remaining items, making the street more attractive, less obstructed and safer for pedestrians.
 - New cycle parking and more accessible bus stops to promote sustainable transport.
 - New litter and recycling bins positioned in locations that will maximise their use.
 - High quality paving.
 - Safer and more accessible crossing points for pedestrians.
 - Raising the carriageway to footway level across side roads to assist pedestrians crossing the roads.
 - More trees will be planted throughout the area to make the streetscape more attractive. Trees help to improve air quality and reduce pollution and improve the quality of life by promoting a sense of wellbeing.
 - Reduced resident permit parking on the High Street and Craven Park Road and an increase in Pay & Display and loading bays to free up space for passing trade and short term parking during the day.
 - Amendments to the boundaries of the Controlled Parking Zones.
 - The provision of additional permit parking within the adjoining Controlled Parking Zones to accommodate the displacement of residential parking from the High Street and Craven Park Road during the day.
 - CCTV for enforcement of parking restrictions plus improved beat enforcement.
- 4.3 As well as all the improvements proposed in Option A, Option B consists of a shared space/pedestrian priority area in High Street Harlesden between Jubilee Clock and Tavistock Road. While buses and cyclists will be allowed to pass through the shared space, all other motor vehicles will be prohibited with the exception of deliveries which will be permitted before 10am and after 4pm.
- 4.4 Changes are required to the traffic circulatory system to accommodate the prohibition of motor vehicle on the High Street these include:
- Changing Tavistock Road to one way south westbound and Crownhill Road to one way north eastbound.
 - Changing Manor Park Road to two way between Tavistock Road and High Street Harlesden.

- Changing High Street Harlesden to two way between Manor Park Road and Wendover Road.
- Providing CCTV for enforcement of the prohibition of vehicles on High Street, Harlesden.

4.5 In addition zebra crossings are proposed on Tavistock Road at its junction with Manor Park Road and both ends of Crownhill Road.

4.6 It should be noted that design of the shared space/pedestrian priority area has not been decided on. Shared areas do not always consist of flush areas and kerbs can be installed. Should Option B be progressed the design of this area is still to be finalised in consultation with the Town Team and disability groups.

5.0 Consultation Procedure

5.1 The consultation document, questionnaire and ethnic monitoring questionnaire attached in **Appendix A** was sent out to 11313 residents and businesses in the area Zones on 16th January 2012 with a closing date of 10th February 2012. This included all properties within the existing Controlled Parking Zones H, HS, HW and HY including properties within the extended HY zone to be implemented in April 2012.

5.2 Following an error being identified in the documentation a letter was sent out to all residents to advise them of the correction and advise them of an extension to the consultation period to 17th February 2012.

5.3 The consultation pack was also sent to the local Ward Councillors, all organisation/interest groups and statutory authorities including the emergency services.

5.4 The consultation pack was also available on the councils' website along with additional information which included:

- Details of existing and projected traffic flows
- Details of changes to the bus routes
- A list of Frequently asked Questions

5.5 Larger scale plans were displayed at Harlesden Library for the duration of the consultation for people to view. Copies of the Harlesden Town Charter and Frequently asked Questions were available for people to take away.

5.6 Public Exhibitions were held at the Salvation Army Hall on Manor Park Road on:

- Monday 23rd January 2012 between 4pm and 8pm
- Wednesday 25th January 2012 between 4pm and 8pm
- Saturday 28th January 2012 between 10am and 2pm
- Monday 30th January 2012 between 1.30pm and 5pm
- Tuesday 31st January 2012 between 6pm and 9pm

5.7 Council Officers and members of Harlesden Town Team 2010 were in attendance to discuss the options and answer any questions.

- 5.8 Members of the Town Team undertook small events on street to assist with advertisement of the exhibitions and encourage residents and businesses to come along and respond to the consultation. They visited all the businesses individually on the High Street and Craven Park Road to ensure they had received a copy of the consultation pack and encourage them to return it.

6.0 Consultation Analysis and Responses

- 6.1 A total of 904 questionnaires were returned giving a return rate of 8% for the whole area. Of these returns 18% came from the H zone, 22% from the HS zone, 41% from the HW zone and 19% from the HY zone. A plan showing the consultation boundary and a breakdown of responses by CPZ is detailed in **Appendix B**.
- 6.2 An 8% response rate is not unusual in a scheme with such a large consultation area. Responses were well distributed across the 4 zones with a slightly higher rate coming from the HW zone.
- 6.3 Of the roads within the immediate boundaries of the scheme which includes the roads with changes to the parking restrictions there was a 7.6% response rate.
- 6.4 With regards to individual roads the High Street received the most responses with 45 which is equal to 6.4% of all the addresses on the High Street. Of these the majority were within the limits of the scheme.
- 6.5 The results of the consultation are summarised as follows:
- 6.6 Question 1: Which option do you prefer? The table below summarises the responses by CPZ zone and the overall total.

ZONE	No of Consultees	Option A (% of zone)	Option B (% of zone)	No Preference (% of zone)	Neither (% in zone)	TOTAL (%of Zone)
H	2201	44 (27%)	78 (48%)	11 (7%)	31 (19%)	164 (7.5%)
HS	2415	47 (24%)	102 (52%)	24 (12%)	24 (12%)	197 (8.2%)
HW	3938	88 (24%)	220 (59%)	29 (8%)	33 (9%)	370 (9.4%)
HY	2759	34 (20%)	95 (55%)	21 (12%)	23 (13%)	173 (6.3%)
TOTAL	11313	213 (24%)	495 (55%)	85 (9%)	111 (12%)	904 (8%)

A breakdown of the results of the consultation by road is attached as **Appendix C**.

- 6.7 Question 2: If you responded 'Neither' which elements do you object to?

111 people responded that they did not like either option. Of these 45 (41%) objected to the provision of wider footways, 24 (22%) objected to the provision

of raised junctions, 38 (34%) objected to the provision of additional trees in the area, 31 (28%) objected to the reduction in street clutter, 45 (41%) objected to the Controlled Parking Zone boundary changes, 49 (44%) objected to the proposed changes to the parking and 45 (41%) objected to the use of CCTV enforcement.

6.8 All responses have that were received have been recorded and are set out by road in **Appendix D** along with officers' responses and recommendations.

6.9 A summary of the most frequently received comments/concerns are detailed in **Appendix E** along with officer responses and recommendations.

6.10 The key comments and engineer recommendations include:

1. Shop owners encroaching onto the footways obstructing pedestrians.

Delineation of private forecourts will be included within the project in order to assist with enforcement

2. Banning HGVs / Strengthening the Mitre Bridge.

It would not be possible even to consider measures to reduce HGVs within Harlesden area without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a weak bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham (LBHF) and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years. Brent will continue to work with LBHF and LoBEG to bring the project forward as quickly as possible.

3. More public toilets needed in the area.

It is recommended to undertake further investigation into the provision of public toilets as part of detailed design.

4. Bins for dog mess.

It is recommended to include the provision of bins for dog mess in the detailed design.

5. One respondent expressed concern regarding access to the Salvation parking area.

It is noted that the existing situation is not ideal and therefore it is recommended to provide a dropped kerb to facilitate improved access.

6. Lack of disabled parking;

Whilst those with disabled badges can park anyway, it is acknowledged that if bays are full this does not help.

It is therefore recommended to provide additional disabled bays at strategic points within the scheme.

7. Parking/loading issues on Park Parade near Manor Park Road junction causing hold ups.

It is recommended to investigate extending the 'No waiting/No loading at any time on Park Parade from the junction with Manor Park Road. This may be subject to a separate consultation.

8. Too much shared parking on Charlton Road and Bolton Road.

Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both pay and display users and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal.

It is recommended to investigate reducing the number of shared use bays and concentrate them near the junctions in the vicinity of the shops.

9. Reduction in H zone reducing available places to park for those remaining in H zone.

It is acknowledged that there will be reduced ability to park in or close to the town centre; this is part of the aim of the scheme to dedicate parking for shoppers and loading only. However the permit holders in the sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space. Surveys undertaken within the area indicated that there was already some spare capacity.

However, it is recommended to investigate options for providing a buffer zone in adjacent streets.

10. HA zone is too small.

The majority of bays within HA zone will be made permit holder only rather than the current shared use. The removal of the current P&D parking in these bays means that there will be less conflicting demands on these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone.

However these concerns are noted, and as some of the adjoining streets within HW have spare capacity it is recommended to provide a

buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.

11. Loss of parking on Crownhill Road in Option B as opposed to option A.

It is recommended to investigate retaining the parking on Crownhill Road in Option B if Option B is progressed.

12. A few residents' of High Street and Craven Park Road expressed concerns regarding the loss of residents parking on these streets;

Surveys have suggested that the number of residents of Craven Park Road and High Street who own a car is low. There are issues with businesses obtaining residents permits which need to be addressed. However, it is noted that adjacent streets such as Nicoll Road may be considered some distance to walk therefore it is recommended to investigate alternative options for residents of High Street and Craven Park Road

13. Will disabled badge holders be permitted into the semi-pedestrianized High Street in Option B.

No, however opportunities in providing disabled parking in proximity to this area will be investigated.

14. A few respondents raised concerns about flush kerbs in shared areas and how safe they are for certain disability groups, particularly the blind and partially sighted.

The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location. Consultation directly with disability groups and other interested parties will be undertaken during the detailed design.

It is recommended that consultation with disability groups and other interested parties takes place as part of the detailed design process to make sure the concerns are appropriately considered as part of the process.

15. Concerns about a vehicle breaking down in Craven Park Road.

The proposed carriageway width of Craven Park Road is 4.5 metres which would be sufficient for two cars to pass if one has broken down.

It is acknowledged that this would not be possible with a larger vehicle. The aim was to provide a balance between discouraging double parking and carriageway width.

Notwithstanding, the concerns are noted and it is recommended to consider widening the carriageway to 5 metres.

- 6.11 The response rate from the local businesses was low with a total of 25 businesses from Craven Park Road and High Street responding. Of these 9 (36%) expressed a preference for Option A, 9 (36%) expressed a preference for Option B, 3 (12%) had no preference and 4 (16%) did not like either option.
- 6.12 Of the businesses that responded there is no clear preference for either option. The negative comments that were received related predominately to:
- Not being able to park outside their own shops
 - Loss of business due to reduction in locations for shoppers to park
 - and difficulties receiving deliveries
- 6.13 Current parking practices results in difficulty parking for many shoppers, which leads to the existing problem of illegal parking on yellow lines and double parking. It is not essential for a shop owner to park outside their shop and by encouraging them to park further away will open up spaces for their shoppers.
- 6.14 Surveys undertaken in Harlesden have shown that over 80% of people coming into Harlesden to shop do not use a car and either come by public transport, walk or cycle. In addition similar schemes in other areas have shown you can actually increase turnover by 5-15%. This shows that businesses should not be detrimentally affected by the scheme.
- 6.15 The police responded and expressed a preference for Option A, no other comments were made. Further discussions will be undertaken with the Police throughout the detailed design process.
- 6.16 No questionnaires or comments were received back from London Buses, the fire brigade or the ambulance service. Although it should be noted that London Buses have been significantly involved in the development of the scheme and are happy that both proposals constitute viable options for the operation of buses within the town centre.
- 6.17 The Licensed Taxi Drivers Association Ltd responded with no strong preference for either option but objected to the fact that taxis would not be able to access the High Street in Option B which would dis-benefit those who use taxi particularly mobility impaired passengers. They also suggested that a Taxi Rank at the shopping centre which would improve the travel options available to visitors. A copy of the detailed summary of their response and officers comments can be found in **Appendix D**.

- 6.18 London Travelwatch Streets and Surface Transport Policy Office expressed a preference for Option B but would like all the one-way roads in Harlesden removed to allow for more direct bus routes. A copy of the detailed summary of their response and officers comments can be found in **Appendix D**.
- 6.19 One councillor responded to the consultation and expressed a preference for Option A. They also indicated that disabled bays were not indicated properly.

7.0 Financial Implications

- 7.1 £150,000 funding for the development of the Core Town Centre scheme within the current financial is being provided by TfL through the Council's annual Local Implementation Plan (LIP) "corridors & neighbourhoods" programme. That programme was approved by this Committee on 9th February 2011.
- 7.2 A provisional allocation of £3 million has been identified by TfL within 2012/13 and 2013/14 from the Major Schemes Programme to fund the core scheme. This will be match funded by approximately £400,000 of Developer (s106) contributions and £800,000 TfL LIP funding within the 2013/14 and 2014/15 financial years.

8.0 Legal Implications

- 8.1 None at this time

9.0 Diversity Implications

- 9.1 An initial equalities impact assessment has been undertaken and is shown at Appendix F. This document will continue to be developed through the life of the project. Recommended course of actions associated with issues identified within the scoping assessment and consultation stages are identified within section 6.10 of the report,

The Committee is under a duty to give consideration to the analysis when considering this report and making a decision.

10.0 Staffing/Accommodation Implications

- 10.1 None at this time

11.0 Environmental Implications

- 11.1 An air quality assessment was undertaken in February 2012 which examined the effect on local Air Pollution of the two schemes. It modelled how the changes in road design would affect the concentration and dispersion of pollutants from traffic exhaust and assessed this against the relevant Air Quality Standards.

- 11.2 The report concludes that both options represent an improvement in air quality over a no change scenario with Option B representing a bigger improvement overall.
- 11.3 Whilst in terms of air quality Option B is the preferred option consideration should be given to moving the zebra crossing on Tavistock Road further from the junction due short term exposure to increased NO² levels at this point. It also recommends that measures for the East/West section of the High Street such as traffic calming, restrictions on heavy vehicles and/or no idling zones should be considered.
- 11.4 If Option A is progressed the report recommends that further mitigation measures should be considered along all of the High Street and Manor Park Road.
- 11.5 A copy of the full report is attached in **Appendix G**.

Background Papers

- Highways Committee 27th July 2011: Briefing report – Harlesden Town Centre Project

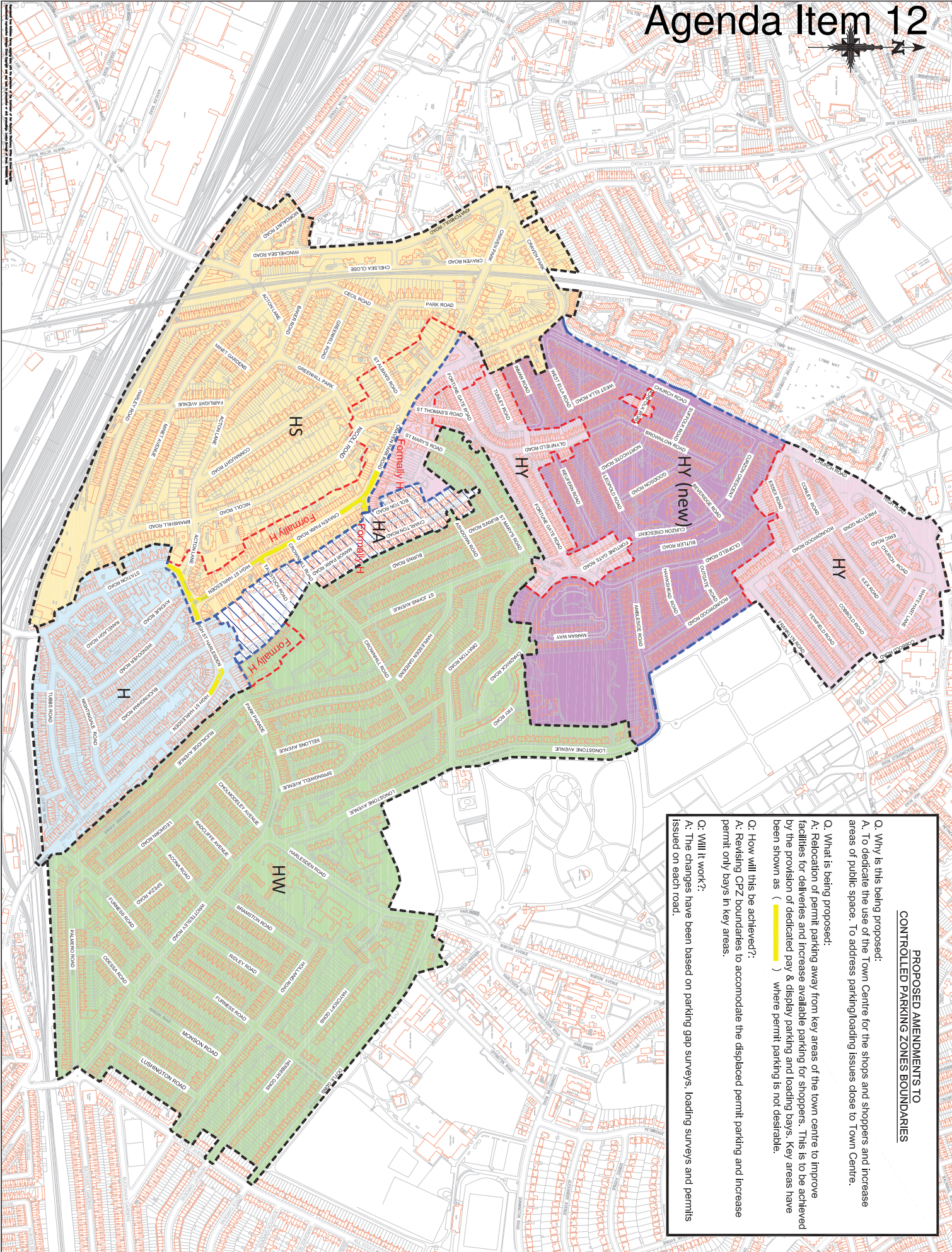
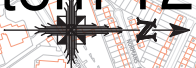
Appendices

- Appendix A – Consultation Pack
- Appendix B – Plan showing the Consultation Boundary and response rate by CPZ area
- Appendix C – Table detailing the breakdown of responses by road and CPZ area.
- Appendix D – Summary of responses to the consultation by road including engineer responses
- Appendix E – Summary of most frequent comments
- Appendix F – Initial Equalities Impact Assessment
- Appendix G – Air Quality Report

Contact Officers

Tim Jackson, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151

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PROPOSED AMENDMENTS TO CONTROLLED PARKING ZONES BOUNDARIES

Q. Why is this being proposed:
A. To dedicate the use of the Town Centre for the shops and shoppers and increase areas of public space. To address parking/loading issues close to Town Centre.

Q. What is being proposed:
A. Relocation of permit parking away from key areas of the town centre to improve facilities for deliveries and increase available parking for shoppers. This is to be achieved by the provision of dedicated pay & display parking and loading bays. Key areas have been shown as () where permit parking is not desirable.

Q. How will this be achieved?
A. Revising CPZ boundaries to accommodate the displaced permit parking and increase permit only days in key areas.

Q. Will it work?
A. The changes have been based on parking gap surveys, loading surveys and permits issued on each road.

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Translation Request

We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g large print, Braille), please contact the Consultation Officer on 0208 937 5127.

ENGLISH

நாங்கள் விரும்பும் தகவலை எங்கள் மொழியில் அல்லது மாற்றியமைக்கப்பட்ட வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ல்) நீங்கள் எங்களுக்கு உங்கள் சொந்த மொழியில் அல்லது மாற்றியமைக்கப்பட்ட வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ல்) நீங்கள் எங்களுக்கு அனுப்புவது 0208 937 5127 இல் கவனமாகக் கவனிக்கப்பட்டு ஆதரிக்கப்படும்.

TAMIL

நாங்கள் விரும்பும் தகவலை எங்கள் மொழியில் அல்லது மாற்றியமைக்கப்பட்ட வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ல்) நீங்கள் எங்களுக்கு உங்கள் சொந்த மொழியில் அல்லது மாற்றியமைக்கப்பட்ட வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ல்) நீங்கள் எங்களுக்கு அனுப்புவது 0208 937 5127 இல் கவனமாகக் கவனிக்கப்பட்டு ஆதரிக்கப்படும்.

ARABIC

Ne duam që të gjithë konsumatorët tanë të kuptojnë informacionin, që ne japim. Nëse e doni të merrni këtë informacion në gjuhën tuaj ose në një format tjetër (p.sh. me shkronja të mëdha, ose shkrim Braille), lutemi kontaktoni Officerin e Konsultimit në numrin 0208 937 5127.

ALBANIAN

Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. duża czcionka, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji (Consultation Officer) pod numerem 0208 937 5127.

POLISH

axaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aanu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho xafis) fadlan lasoo xidhiidh xafiska talo bixinta ee 02089375127.

SOMALI

અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા અવાજ અહીં સમાવેશ પડે એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઇલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.

GUJARATI

ہم چاہتے ہیں کہ جو معلومات ہم دے رہے ہیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (مثلاً) میں چاہیے، تو براہ کرم 0208 937 5127 پر رابطہ کریں۔

URDU

हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिए तो कृपया कंसल्टेशन ऑफिसर से नंबर 0208 937 5127 पर संपर्क करें।

HINDI

ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਸਾਡੇ ਸਾਰੇ ਗਾਹਕ ਸਾਡੇ ਵੱਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਥੋਲੀ ਵਿੱਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿੱਚ (ਮਸਲਾ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿੱਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੰਨਸਲਟੇਸ਼ਨ ਆਫਿਸਰ ਨਾਲ 0208 937 5127 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

PUNJABI

Our ref: TP881NB



Harlesden Town Centre - Public Realm Scheme Questionnaire

Dear Sir/Madam

Your views are important to us - please therefore take the time to read all the information in this consultation pack and respond. Please note that additional information is also available on our website at <http://www.brent.gov.uk/harlesdentown>

Exhibitions of the proposals will be held at:

The Salvation Army Hall, 32 Manor Park Road, London, NW10 4JJ
on

Monday 23rd January 4pm - 8pm, Wednesday 25th January 4pm - 8pm,

Saturday 28th January 10am - 2pm, Monday 30th Jan 1:30pm - 5pm and

Tuesday 31st January 6pm - 9pm

Council officers and members of the town team will be there to discuss the options and answer questions between the hours specified.

Large scale plans will also be available to view throughout the consultation period at Harlesden Library during normal opening hours.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent. Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **10th February 2011**. Alternatively, post it to **London Borough of Brent, Highway and Transport Delivery, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**. Only one reply per household or business will be accepted.

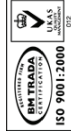
The consultation results will be available on our website at www.brent.gov.uk/consultation. Results will generally be available by the end of March.

Yours sincerely

Tim Jackson

Head of Transportation

If you require this document in larger print
please call 020 8937 5110





Equalities Monitoring Questionnaire

We are committed to ensuring that the services we provide meet the needs and requirements of all sections of the community. It is not compulsory to provide the information we are asking for but you will be helping us to meet this commitment and tailor our services to the needs of Brent's community, if you do so.

Any information given will be processed, in accordance with the Data Protection Act 1998 and therefore information which can identify you will not be published or passed to any third party.

We would appreciate your help in completing this questionnaire.

1) Your first and last name:

2) Your address:

.....

3) What is your ethnic group? *(Please tick the relevant box)*

Asian or Asian British	Black or Black British	Chinese or other ethnic group
☐ Indian ☐ Pakistani ☐ Bangladeshi ☐ British ☐ Asian Other	☐ Caribbean ☐ African ☐ British ☐ Black Other	☐ Chinese ☐ Chinese British ☐ Any other ethnic group
White	Mixed Race / Dual Heritage	
☐ British ☐ Irish ☐ White Other	☐ White/Black Caribbean ☐ White/Black African ☐ White/Asian ☐ Any other mixed background	

4) Do you consider yourself to be a disabled person? ☐ No ☐ Yes → If 'Yes', please

indicate the nature of your disability, by ticking the appropriate box below:

- ☐ - Mobility difficulties (includes people who use wheelchairs)
☐ - Sensory impairments (these include sight, hearing and speech impairments)
☐ - Respiratory difficulties
☐ - Other

5) What is your gender? ☐ Female ☐ Male

6) To which age group do you belong?

☐ 15-24 ☐ 25-44 ☐ 45-54 ☐ 55-64 ☐ 65-74 ☐ 75-84 ☐ 85+

7) What is your religion? *(Please tick the relevant box)*

☐ Christian ☐ Muslim ☐ Jewish ☐ Buddhist ☐ Sikh ☐ Jain ☐ Hindu
☐ Baha'i ☐ No religion ☐ Other ☐ Prefer not to say

8) What is your sexual orientation?

☐ Lesbian ☐ Gay ☐ Heterosexual ☐ Bisexual ☐ Prefer not to say

9) Please state whether you are currently pregnant or on maternity leave.

☐ Pregnant ☐ Maternity Leave ☐ Prefer not to say

10) Please let us know of any gender reassignment within your household.

☐ Yes ☐ No ☐ Prefer not to say

Questions

1. Please indicate which option you prefer

Option A ☐ Option B ☐ No Preference ☐ Neither ☐

2. If you have responded 'Neither' please indicate below if there are any specific elements of the proposals you object to:

Wider footways ☐ CPZ boundary changes ☐

Raised junctions ☐ Parking bay amendments ☐

Tree planting ☐ CCTV Enforcement ☐

Removal of Street Clutter ☐

3. Please provide details of any concerns about existing parking arrangements you may have below:

.....
.....
.....
.....

Additional comments: *(Continue on a separate sheet of paper if necessary)*

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation, please call
Naomi Barnes on 020 8937 5110

Harlesden Town Centre Public Realm Scheme Consultation Pack

Brent Council is developing a multimillion pound scheme to upgrade the streets of Harlesden town centre. The scheme, which will include wider footways, new trees, street furniture and new parking arrangements, aims to reduce the impact of motor-vehicle traffic by improving conditions for pedestrians, cyclists and public transport users. These improvements will make Harlesden a better place to live, shop and work.

The Council now wants to hear what you think about the proposals which are outlined in this consultation pack.

The closing date for this consultation is **10 February 2012**.
RETURNS RECEIVED AFTER THIS DATE WILL NOT BE ACCEPTED



This consultation pack includes a questionnaire for your comments on two proposed options for improving Harlesden town centre. The options have been developed in partnership with the local community group, The Harlesden Town Team 2010.

This leaflet explains the background to the project, describes the two scheme options and explains how you can comment on the proposals or find out more information. The consultation pack also includes:

- a plan of scheme option A
- a plan of scheme option B
- a plan showing proposed changes to controlled parking zone boundaries (these changes are the same for both options)
- a questionnaire for you to fill in and return to the Council with your comments.

Background

Over the last couple of years, Brent Council have been working closely with the Harlesden Town Team 2010, a local community group set up in 2010 to help promote positive change in Harlesden. Our partnership led to the publication of the 'Harlesden Town Charter – A Vision for Harlesden', which sets out the community's vision for improving Harlesden over the next 10 to 15 years. You can read a copy of the charter at www.brent.gov.uk/harlesdentown.

The charter has been a success and has helped us get funding from Transport for London to develop and implement major improvements to Harlesden's main town centre streets. The first part of these improvements has already started in Station Road between Tubbs Road and Acton Lane (see photos below). The materials being used in Station Road, such as paving slabs and street furniture, were decided on at workshops and discussions with the Town Team 2010. The same design approach, materials and street furniture will be used throughout the town centre as part of the main scheme works, which should start early 2013.



We will be holding exhibitions throughout the consultation period, where council officers will be present to discuss the scheme and answer questions.

You can find details of when and where the exhibitions will be held at the back of this document.



The Proposals

In this consultation we include two options (A and B) for improving the town centre.

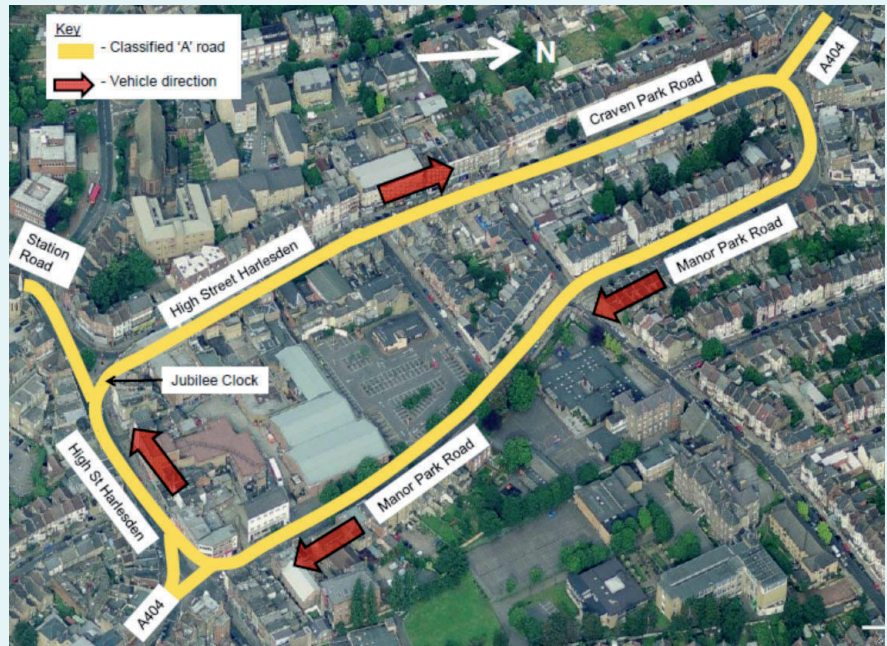
Both options will provide wider footways, better pedestrian facilities, more trees and less street clutter. As on Station Road, high quality paving materials and new street furniture will be used to improve the street environment. Parking enforcement will be more effective through the use of new CCTV cameras. Changes to parking restrictions are also included in both options. Resident permit parking will be reduced within the town centre to allow for improved loading and pay and display parking. Alterations to controlled parking zone boundaries will accommodate any displaced parking.

Option A

Option A keeps the current traffic movement around the town centre as shown in the diagram (right).

Option A also includes:

- wider footways to provide more room for pedestrians and small areas of public space with seating and greenery;
- getting rid of unnecessary signs and guardrails, and replacing improving other items, which will make the street more attractive, less cluttered and safer for pedestrians.
- new cycle parking and more accessible bus stops to encourage people to use public transport.
- new litter and recycling bins put in better places that will mean they are used more.
- high-quality paving.
- safer and more accessible crossing points for pedestrians.
- raised carriageways to footway level across side roads to help pedestrians cross the roads.
- more trees planted to make the street more attractive. Trees help to improve air quality, reduce pollution and improve quality of life by promoting a sense of well-being.
- reduce resident permit parking on the High Street and Craven Park Road and increase the number of pay and display bays to make room for passing trade vehicles and short-term parking during the day.
- extra permit parking within controlled parking zones to accommodate the displacement of residential parking from the High Street and Craven Park Road during the day.
- CCTV for enforcement of parking restrictions plus improved beat enforcement.



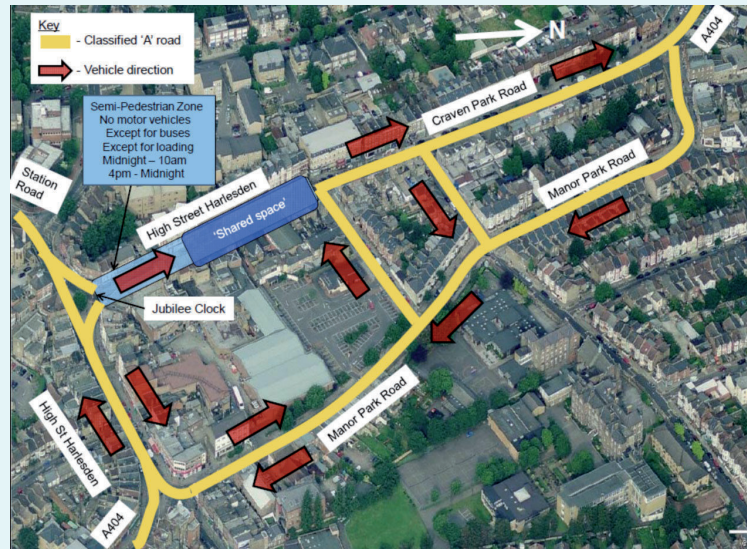
Below: Examples of proposed street furniture



Option B

As well as the improvements proposed in option A, option B also includes a pedestrian priority area in High Street, Harlesden, between the Jubilee Clock and Tavistock Road. Buses and cyclists will be allowed to use the shared space area (see diagram), but all other motor vehicles will be banned from doing this, apart from vehicles making deliveries, which will be permitted before 10am and after 4pm.

Changes to the way traffic moves around the area will be necessary for the shared surface proposal in option B. These changes are shown in the diagram on the right and described below.



Option B includes all the proposals in option A with the following additions:

- CCTV for enforcement of the prohibition of vehicles on High Street Harlesden.
- change Tavistock Road to one way south westbound and Crownhill Road to one way north eastbound.
- change Manor Park Road to two way between Tavistock Road and High Street Harlesden.
- change High Street Harlesden to two way between Manor Park Road and Wendover Road.
- providing zebra crossings on Tavistock Road at its junction with Manor Park Road and at both ends of Crownhill Road.

Below: How the high street looks now (left) and how it could look under option B (right)



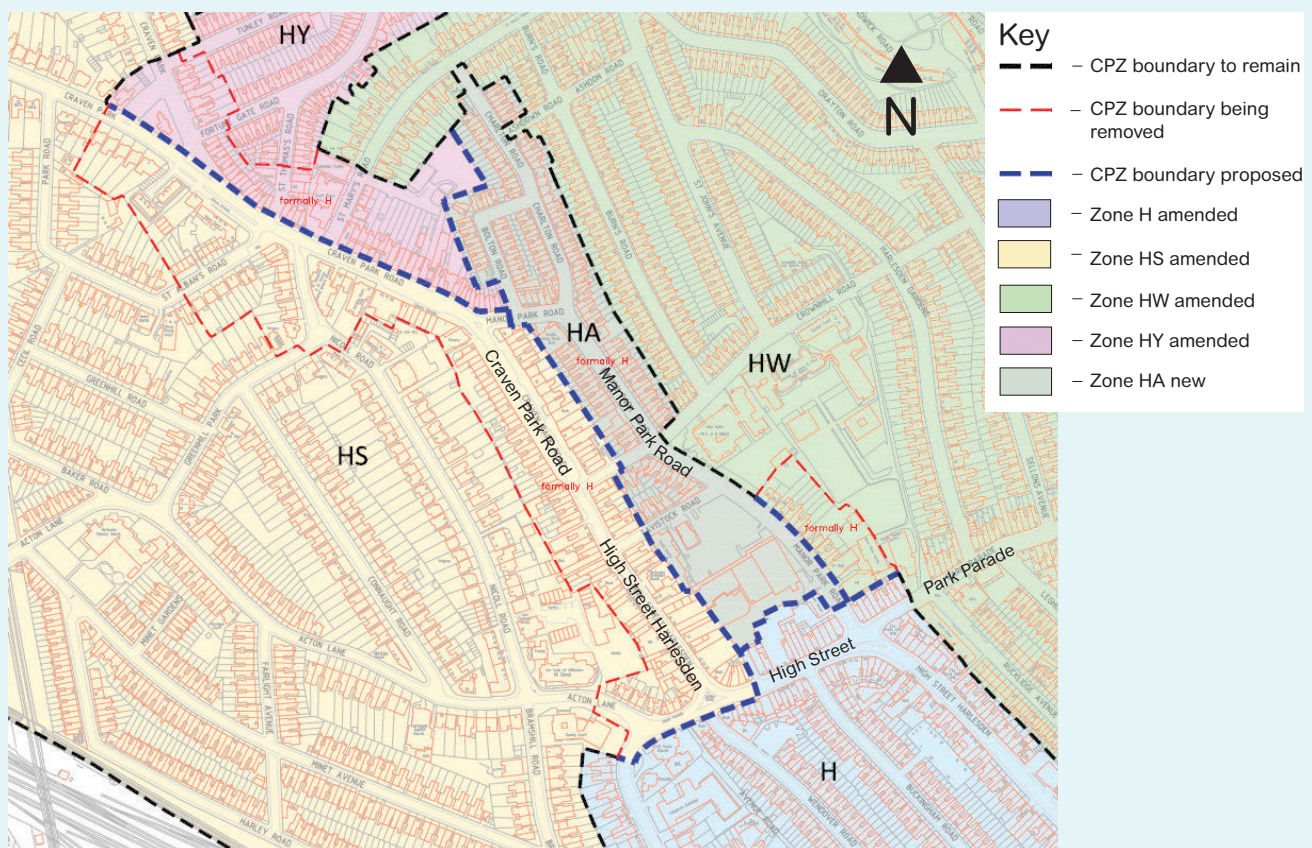
Controlled Parking Zone Proposals

Harlesden town centre has many parking problems. Parking spaces are limited and resident permit holders are allowed to park in the main shopping streets within the town centre. This means that some residents and other illegally parked vehicles are taking up a lot of the already limited available parking spaces. This leaves little room for loading and short-term visitor parking throughout the day.

These contribute to the other main problem in the area, which is double parking and illegal parking on yellow lines. This contributes to congestion within the area and makes it more dangerous for pedestrians to cross the roads. Double and illegal parking has always been difficult to enforce within the area.

Both options would improve the short-term parking situation and deliveries in main areas such as High Street and Craven Park Road, where permit parking is not desirable. This can be done by providing Pay & Display parking and loading only bays.

To help with these changes to the parking within the town centre and to make sure there is adequate space for permit holders to park, it is proposed to amend the existing controlled parking zone boundaries and increase permit only bays in neighbouring roads.



Proposed changes to Controlled Parking Zone boundaries (both options)

The main changes to the boundaries and parking bays are shown in the enclosed plans and include the following:

- reduce the size of 'Zone H'.
- create 'Zone HA' from properties in Manor Park Road, Tavistock Road, Bolton Road and Charlton Road to ensure adequate parking is available in close proximity to residents' properties.
- move the Craven Park Road and Nicoll Road section, from 'Zone H' to 'Zone HS'.
- increase the level of permit parking in Nicoll Road to accommodate the displacement of permit parking from Craven Park Road and High Street.
- move the eastern side of Manor Park Road between Park Parade and Crownhill Road from 'Zone H' to 'Zone HW'.
- convert some of the shared parking in Charlton Road and Bolton Road to 'Permit Holders' only to accommodate more residents' parking.

How do I reply to this consultation

Please fill in the enclosed questionnaire and return it to us in the Freepost envelope provided you don't need a stamp. You should only use the enclosed questionnaire to respond to the consultation. We cannot accept any other material.

Your response is protected by the Data Protection Act and we will only use it for the specific purposes for which it was collected and it will not be disclosed to any other party.

Who is being consulted?

We are consulting all residents directly affected by the proposals, including those within the controlled parking zones (all properties we are going to consult are highlighted on the Controlled Parking Zone Boundaries Plan drawing, reference TP881/302), ward councillors, local resident groups, the emergency services and other groups.

Exhibitions of the proposals will be held at:

The Salvation Army Hall, 32 Manor Park Road, London NW10 4JJ on
Monday 23 January, 4pm–8pm
Wednesday 25 January, 4pm–8pm
Saturday 28 January, 10am–2pm
Monday 30 January, 1.30pm–5pm
Tuesday 31 January, 6pm–9pm

Council officers and members of the Town Team will be there to discuss the options and answer questions.

You will also be able to look at large scale plans throughout the consultation period at Harlesden Library.

What happens next?

We will carefully consider all comments we receive and we may, depending on the comments, carry out changes to the proposal. Any major changes may be subject to additional consultation. A decision will then be made by the Council as to whether or not to go ahead with the scheme. You will be able to see the results of the consultation, along with any decision made, on our website at www.brent.gov.uk/consultations around the end of March.

How can you find out more?

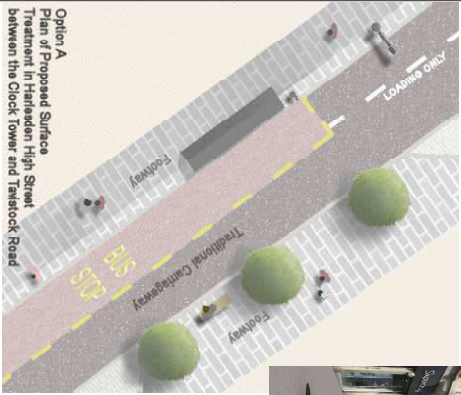
You can find further information on the Council's website at www.brent.gov.uk/harlesdentown, including a list of 'Frequently asked Questions' about the scheme, which we can send you a copy if you need one. Or, please call Naomi Barnes, Senior Traffic Engineer, on **020 8357 5110** or send an email to Harlesden.Towncentre@brent.gov.uk

**If you need a large-print version of this document,
please call 020 8937 5110.**

HARLESDEN TOWN CENTRE DEVELOPMENT

OPTION A

VISUALISATION OF HIGH STREET HARLESDEN

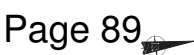


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OPTION B

A wide-angle photograph of a busy city street in London, likely Regent Street. In the foreground, a large, leafy tree stands on the left side of the road. A tram is visible in the middle ground, moving along the street. The background features a mix of historic and modern buildings, including a prominent red-brick building with a clock tower. Pedestrians are walking on the sidewalks, and a few cars are visible in the distance. The sky is clear and blue.



Page 89.

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Harlesden Town Centre Regeneration Breakdown of responses

Appendix C

Road	Zone	Total Consultees	Opt A	Opt B	No Pref	Neither	TOTAL RESPONSES	Percentage in road	Percentage of Total Responses
Bolton Road	H	42	1	1		1	3	7.1	0.3
Buckingham Mews	H	16	1	1		2	4	25.0	0.4
Buckingham Road	H	125	1	7	1	1	10	8.0	1.1
Charlton Road	H	101	2	6	1		9	8.9	1.0
Clifton Road	H	18	1				1	5.6	0.1
Craven Park Road	H	317	10	4	2	3	19	6.0	2.1
Crownhill Road	H	8	2			1	3	37.5	0.3
High Street	H	700	11	19	4	11	45	6.4	5.0
Honeywood Road	H	26		1		1	2	7.7	0.2
Nightingale Road	H	123	3	5		5	13	10.6	1.5
Ranelagh Road	H	49		3			3	6.1	0.3
Station Road	H/HS	167		6		2	8	4.8	0.9
Tubbs Road	H	173	2	6		4	12	6.9	1.3
Wendover Road	H	127	2	11	1		14	11.0	1.6
Manor Park Road	H	179	8	7	2		17	9.5	1.9
Tavistock Road	H	20		1			1	5.0	0.1
The Avenue	H	9						0.0	0.0
The Croft	H	1						0.0	0.0
Total in H Zone		2201	44	78	11	31	164	7.5	18.4

Road	Zone	Total Consultees	Opt A	Opt B	No Pref	Neither	TOTAL RESPONSES	Percentage in road	Percentage of Total Responses
Acton Lane	HS	223	6	13	1	3	23	10.3	2.6
Baker Road	HS	39		4			4	10.3	0.4
Bramshill Road	HS	55	1	5	1	1	8	14.5	0.9
Caple Road	HS	19			1		1	5.3	0.1
Cecil Road	HS	43		1			1	2.3	0.1
Chelsea Close	HS	56	1	1			2	3.6	0.2
Connaught Road	HS	194	3	11	2	4	20	10.3	2.2
Craven Road	HS	9	1	1			2	22.2	0.2
Craven Park	HS/H	351	2	13	4	4	23	6.6	2.6
Fairlight Avenue	HS	54		5			5	9.3	0.6
Farm Road	HS	28		1	1	1	3	10.7	0.3
Fig Tree Close	HS	4				1	1	25.0	0.1
Greenhill Park	HS	97	2	4	1		7	7.2	0.8
Greenhill Road	HS	112	1	3			4	3.6	0.4
Greenwood Terrace	HS	21		1			1	4.8	0.1
Harley Road	HS	197	6	4	1		11	5.6	1.2
Jubilee Close	HS	58	2	3	1		6	10.3	0.7
Knatchbull Road	HS	48	2	1		1	4	8.3	0.4
Minet Avenue	HS	232	5	10	4		19	8.2	2.1
Minet Gardens	HS	17		3			3	17.6	0.3
Mordaunt Road	HS	61	2	3		1	6	9.8	0.7
New Crescent Yard	HS	25		2			2	8.0	0.2
Nicoll Road	HS	231	10	2	4	5	21	9.1	2.4
Park Road	HS	75		4	1		5	6.7	0.6
St Albans Road	HS	121	2	6	2	3	13	10.7	1.5
Winchelsea Road	HS	40	1	1			2	5.0	0.2
Craven Park Mews	HS	2					0	0.0	0.0
St Marylebone Close	HS	3					0	0.0	0.0
Total in HS Zone		2415	47	102	24	24	197	8.2	22.1

Harlesden Town Centre Regeneration **Breakdown of responses**

Appendix C

Road	Zone	Total Consultees	Opt A	Opt B	No Pref	Neither	TOTAL RESPONSES	Percentage in road	Percentage of Total Responses
Acona Road	HW	47	1	5			6	12.8	0.7
Ashdon Road	HW	11		1			1	9.1	0.1
Bramston Road	HW	63	1	6			7	11.1	0.8
Burns Road	HW	167	1	7	1		9	5.4	1.0
Cardinal Hinsley Close	HW	23			1		1	4.3	0.1
Chadwick Road	HW	67		1	1	2	4	6.0	0.4
Cholmondeley Avenue	HW	47	1	3			4	8.5	0.4
Crownhill Road	HW	82					0	0.0	0.0
Dairy Close	HW	38			1	1	2	5.3	0.2
Doyle Gardens	HW	83	1	1	1	2	5	6.0	0.6
Drayton Road	HW	201	3	15	3	3	24	11.9	2.7
Fry Road	HW	89	3	4			7	7.9	0.8
Furness Road	HW	200	4	9	1	1	15	7.5	1.7
Harlesden Gardens	HW	246	9	14	2	1	26	10.6	2.9
Harlesden Road	HW	112	1				1	0.9	0.1
Haycroft Gardens	HW	57				1	1	1.8	0.1
Herbert Gardens	HW	61	3	6	1	1	11	18.0	1.2
Holland Road	HW	185	7	11	2	1	21	11.4	2.4
Leghorn Road	HW	187	4	8	2	1	15	8.0	1.7
Longstone Avenue	HW	172	3	9	3	3	18	10.5	2.0
Lushington Road	HW	76	2	1	1		4	5.3	0.4
Monson Road	HW	76	1	2			3	3.9	0.3
Odessa Road	HW	41	1	6			7	17.1	0.8
Palermo Road	HW	135	3	12	2	4	21	15.6	2.4
Park Parade	HW	252	3	6	1	1	11	4.4	1.2
Radcliffe Avenue	HW	46		3			3	6.5	0.3
Ridley Road	HW	94	6	8		2	16	17.0	1.8
Rucklidge Avenue	HW	215	6	19	1	1	27	12.6	3.0
Sellons Avenue	HW	183	12	16	1	1	30	16.4	3.4
Spezia Road	HW	41	1	4	1		6	14.6	0.7

Road	Zone	Total Consultees	Opt A	Opt B	No Pref	Neither	TOTAL RESPONSES	Percentage in road	Percentage of Total Responses
Springwell Avenue	HW	75	2	6		1	9	12.0	1.0
St Johns Avenue	HW	165	2	15		3	20	12.1	2.2
St Marys Road	HW	194	1	12	1	1	15	7.7	1.7
Wrottesley Road	HW	207	6	10	2	2	20	9.7	2.2
The Drive	HW	6					0	0.0	0.0
Total in HW Zone		3944	88	220	29	33	370	9.4	41.4

Harlesden Town Centre Regeneration Breakdown of responses

Appendix C

Road	Zone	Total Consultees	Opt A	Opt B	No Pref	Neither	TOTAL RESPONSES	Percentage in road	Percentage of Total Responses
Ambleside Road	HY	68		5		1	6	8.8	0.7
Brownlow Road	HY	138	1	4	1	1	7	5.1	0.8
Butler Road	HY	92	1	1	1	1	4	4.3	0.4
Church Road	HY	372	3	9	3	2	17	4.6	1.9
Cobbold Road	HY	154	1	5	1	3	10	6.5	1.1
Conley Road	HY	31		1		1	2	6.5	0.2
Curzon Crescent	HY	118		1		2	3	2.5	0.3
Essex Road	HY	86	2	1	1	1	5	5.8	0.6
Fortunegate Road	HY	243	5	6	2	2	15	6.2	1.7
Franklyn Road	HY	44	1	1			2	4.5	0.2
Glynfield Road	HY	58		4	2		6	10.3	0.7
Goodson Road	HY	43		1		1	2	4.7	0.2
Hawkshhead Road	HY	21				1	1	4.8	0.1
Ilex Road	HY	99		3	2		5	5.1	0.6
Inman Road	HY	76		6			6	7.9	0.7
Leopold Road	HY	117	3	5			8	6.8	0.9
Marian Way	HY	143	4	4	2	1	11	7.7	1.2
Norfolk Road	HY	9	1	2			3	33.3	0.3
Northcote Road	HY	12		1			1	8.3	0.1
Oldfield Road	HY	186	2	8		1	11	5.9	1.2
Outgate Road	HY	17	1	2			3	17.6	0.3
Redfern Road	HY	45	2	2			4	8.9	0.4
Roundwood Road	HY	263	3	15	3	3	24	9.1	2.7
Suffolk Road	HY	9			1		1	11.1	0.1
Tunley Road	HY	65	1	1			2	3.1	0.2
West Ella Road	HY	92	2	4	1	1	8	8.7	0.9
Yewfield Road	HY	88	1	2	1	1	5	5.7	0.6
St Thomas's Road	HY	39		1			1	2.6	0.1
Challenge Close	HY	6					0	0.0	0.0
Fawcett Road	HY	19					0	0.0	0.0

Road	Zone	Total Consultees	Opt A	Opt B	No Pref	Neither	TOTAL RESPONSES	Percentage in road	Percentage of Total Responses
White Hart Lane	HY	1					0	0.0	0.0
Total in HY Zone		2754	34	95	21	23	173	6.3	19.4
Total Respondents		11314	213	495	85	111	904		
Percentage Responded			24%	55%	9%	12%	8%		

Road Name	Comments	Response	Recommendations
Acton Lane	Please do not put any seating, except at bus stops it only attracts druggies. Please get rid of all the street clutter. There are far too many fruit and vegetable stalls. Two shops is enough of those in a small town. There are far too many fish stalls, they all stink. Fish and Chips shops are more inviting. Too many trees attract pigeons and when the leaves fall they can be slippery of they are wet.	<i>The aim of both options is to provide a better environment for all users of the town centre by reducing street clutter, renewing footways, resurfacing carriageways, providing more greenery and seating resulting in more sociable area for all users of Harlesden.</i> <i>In areas where similar schemes have been introduced it has created an area where people socialise, sit outside and eat their lunch, encourage different shops and businesses into the area including cafes and restaurants with street seating.</i> <i>There is no evidence to suggest that additional seating will attract additional undesirables into an area.</i>	None
Acton Lane	The constant reduction of traffic lanes in the one way system by illegal and double parking is a problem, particularly between Park Parade and Jubilee Clock and Tavistock Road and Harlesden Library. It also causes problems with traffic when cars are turning right from the middle lane on in to High Street.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Acton Lane	I do like the new idea to change Harlesden image but worried about cleaners in the area.	<i>We are working closely with the cleansing and waste teams to make improvements in this area.</i>	Liaise with waste and cleansing teams.
Acton Lane	More trees definitely but it would also help if you employed tree surgeon with brain who do not insist on butchering the exciting greenery. FOR GODS SAKE STOP IT.	<i>No comments</i>	None
Acton Lane	How much are we going to pay for all this.	<i>The scheme is being funded predominately by TfLs major schemes budget and does not come out of the Council Tax. The monies have been specifically allocated for the project and can therefore not be used for other works. Some funds will also be coming from developer contributions. The total cost of the scheme including works already completed in Station Road is approximately £5 million.</i>	None
Acton Lane	Littering curbed Waste collection improved.	<i>We are working closely with the cleansing and waste teams to make improvements in this area.</i>	Liaise with waste and cleansing teams.

Road Name	Comments	Response	Recommendations
Acton Lane	Currently park in Bramshill which will become pay and display under both options and the displacement from the High Street will fill up the streets closest which is Nicoll Road and Bramshill causing problems for respondent to park. this is unacceptable particularly with recent increases in permit charges of £200. Own a second car which is electric, other councils give benefits for energy saving contributions. There is a bus stop opposite no 16 Acton Lane. here is a dropped kerb where the parked cars for no 18 enter/exit but they can't due to the bus stop. Also its not just a stop but they change drivers here.	<i>Residents of Acton Lane will be able to park in the Shared Pay & Display/Permit Holders and Permit Holder only bays in Nicoll Road and further along in Bramshill Road.</i> <i>The proposed Pay & Display only bays near the junction of Bramshill Road are to provide additional dedicated parking for the courts and nearby shops where neighbouring parking facilities are proposed to be removed.</i> <i>The bus stop opposite 16 Acton Lane is outside the extents of the scheme, however the comments will be referred to the appropriate bodies for consideration.</i>	Refer concerns regarding the location of the bus stop outside No. 16 Acton Lane to the bus company.
Acton Lane	It would be of benefit to the area if there was free parking within residential HS & HW zones between 11am - 1pm. This would bring more tradesmen, shoppers and visitors to the area and would help boost local businesses. Would it be possible to relocate the tree by the clock rather than remove it as it is a beautiful tree. More trees are needed on the High Street, Crownhill Road and Park Parade to counteract the pollution coming from ever increasing traffic.	<i>The timings of the zone restrictions and parking charges in the Controlled Parking Zones is outside the remit of this scheme. However the comments can be passed to the parking team for future consideration.</i> <i>Additional trees are proposed to be provided throughout the town centre. Further investigation can be undertaken as part of the detailed design as to whether the existing tree near the clock tower can be retained and relocated.</i>	Refer concerns re free parking in HS and HW zones to the parking team for consideration. Investigate retaining the existing tree near the clock tower within the detailed design.

Road Name	Comments	Response	Recommendations
Ambleside Road	It would be good to have further tree planting on all affected roads.	<i>Unfortunately there are insufficient funds to extend the planting beyond the core area of the scheme.</i>	None
Ambleside Road	The residents parking is due to come in soon. It is a good idea to expand the parking zone to a larger HY area as it allows residents to drive to local shops if they need to collect things e.g. Church Road.	<i>Currently Church Road and those within the proposed extension of the HY zone have no restrictions and are open to all for parking. By extending the CPZ it will actually restrict the parking and give preferential treatment to residents.</i>	None
	The 'peak' traffic section on High Street Harlesden between the Jubilee clock and Manor Park Road is made worse by people double and treble parking. Making it two-way should stop people doing this. It should be a red route on the side of the road without proposed parking. Cameras issuing tickets should be introduced.	<i>There are currently no proposals to introduce red routes within Harlesden, however the scheme proposes to introduce CCTV enforcement of parking restrictions to address the issue of illegal parking including double parking.</i>	
	Please clarify entry/entry arrangements at Tesco's car park.	<i>The entry/exit arrangement from Tesco's will remain the same except vehicles exiting will have to turn left towards the High Street and divert along Crownhill Road to get back to Manor Park Road.</i>	
	Would like to be able to cross over to Crownhill Road across Manor Park Road, is that possible to save driving round the one way system.	<i>Unfortunately the proposed arrangement will not make it possible to crossover Manor Park Road from Crownhill Road, this has been proposed to improve road safety at the junction.</i>	
Ambleside Road	Very much in favour of having a pedestrian priority area in the High Street and having CCTV enforcement.	<i>No comments</i>	None
Ambleside Road	Double yellow lines and no parking signs clearly shown especially in close proximity to the bus stops.	<i>Agreed</i>	None
Acona Road	Thank you for investing in Harlesden.	<i>No comments</i>	None
Acona Road	Look forward to the improvements	<i>No comments</i>	None
Acona Road	Object to high level of humps near home. Acona is a small road and doesn't need 2 humps. Large vehicles going over them makes lots of noise day and night disturbing the surrounding area. The big vehicles shake the properties. Have previously complained but nothing has been done. Would like a formal response.	<i>The removal of the existing humps in Acona Road is outside the remit of this scheme.</i>	None

Road Name	Comments	Response	Recommendations
Baker Road	Option B would provide the best way to improve traffic and the quality of lives of everyone including residents, congestion, illegal parking, rubbish, little space for pedestrians has been an issue for years. It would be great if these could be addressed at the same time.	<i>The aim of the scheme is to reduce congestion, remove illegal parking and reducing street clutter and widen footways to provide more space for pedestrians. In addition we are working with the waste team to improve the problem with rubbish on the streets.</i>	Liaise with waste and cleansing teams.
Baker Road	It is difficult for visitors to park in Baker Road, almost no pay and display at other end of road - not good on dark afternoons/evenings. Would like to have some visitor permits which residents can buy and give to relatives or tradesmen so they can park safely for an hour at a time. Would not object to a small fee. Hounslow Council has permits for £20 each, maximum of 10 a year per resident, council tax bill and other ID required before issue. Love the shared space idea.	<i>Residents are able to purchase visitor permits for use by friends, family etc.</i>	None
Baker Road	Residential parking restrictions are excessive as they stand. Even in Kensington parking is only limited in the day in the week and Saturday morning. It doesn't benefit residents where they are not in the immediate vicinity of the shopping areas. The council could consider removing Saturday parking restriction. Even if people use the roads to park to use the train station there is no need for the restrictions to be for so long. It puts families with children, elderly people and those on limited incomes at an unfair disadvantage as it discourages weekend visiting.	<i>The revision of the hours of operation of the Controlled Parking Zones is outside the remit of the scheme.</i>	Refer comments regarding operational times of CPZs to the parking team for consideration.

Road Name	Comments	Response	Recommendations
Bolton Road	Existing parking in Harlesden is anarchy, undisciplined and inconvenient to the proper flow of traffic. Respondent applauds and congratulates the team on the concepts and preparation of the consultation packs recently distributed to residents. They consider the ideas as well conceived, exciting, technically impressive and socially exhilarating. The most important omission is the need to ban HGV's from the centre. Respondent is engaged in correspondence with Navin Shah and others with a view to accelerating plans for strengthening Mitre Bridge, allowing the majority of HGVs to use Scrubbs Lane access. Without this change the traffic flow alterations in Option B will not work. Believes the HGV element currently using Manor Park Road/High St etc. must be more than significant.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i> <i>It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years</i>	None
Bolton Road	Changing from one-way to two way will lead to gridlock. Is there data to show likely effect and is broken down by vehicle type. Nevertheless, preference is Option B. Documents indicate an understanding of parking problems and therefore respondent imagines that there is an understanding of the need for tight control. Can the wording be changed from 'No loading to loading permitted. Would it possible to consider prohibiting loading at weekends between 10am Sat and 8pm Sun) reducing windows during the week to 7am - 10am and 4pm - 7pm. Believes loading bays are full to over flowing with many vehicles not directly involved in loading and further reduction of permitted hours would further reduce this problem.	<i>The Traffic Signs Regulations and General Direction 2002 details the permitted wording on all road signs. This means any variation would affect the legality of any restriction and therefore cannot be revised.</i> <i>Allowing adequate delivery periods is essential ,reducing the times available too much could be detrimental to local businesses.</i>	None

Road Name	Comments	Response	Recommendations
Bolton Road	Why is the parking permit on Bolton Road pay and display and not resident permit only?	<i>Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both P&D and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal. We will therefore look to reduce the number of shared use bays and concentrate them near the junctions in the vicinity of the shops.</i>	Consider reducing the level of shared pay and display parking's on Bolton Road retaining them around the junction.
Bolton Road	Current arrangements are widely disregarded and not enforced by traffic wardens out of fear of physical abuse. CCTV must be installed and punishments metered out that way. Object to the new HA zone. Need to park in Bolton Road and Rucklidge Avenue and a common point is essential.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. Rucklidge Avenue and Bolton Road are not currently within the same zone and therefore the respondent is currently unable to park within the two zones with one permit.</i>	None

Road Name	Comments	Response	Recommendations
Bolton Road	Believes both options in pack were designed professionally. Option A is the most considerate traffic route. Public spaces with seating and greenery make the area for gangs to stand by. Make the street more attractive and safer for pedestrians. The area is not large and streets are narrow therefore Option B would make traffic worse. Litter and recycling bins are fine but the only problem is the road is too narrow due to parking spaces. There should be no parking spaces in the High Road, although parking for delivery vehicles is required. Option B will be difficult for motorists and passengers because of congestion. The existing traffic is bad because the road is too narrow because of the parking spaces. The High Road needs modernisation and improvements to the road instead of paying millions of pounds of tax payers money. Proposed 'Permit Holder Parking Bay' Mon-Sat 8am - 6:30pm on Bolton Road should be amended to Permit Holder only bays should be in front of residents houses.	<i>There is no evidence in other areas that increased seating will encourage more undesirables into an area. Combined with regeneration of an area however it may encourage more use by the local residents, shoppers etc. Investigate greater enforcement.</i> <i>If Option A is progressed the carriageway widths are sufficient to retain parking bays on the High Road within the one way system. The current problems exist as a result of double parking which will be addressed using CCTV enforcement. In Option B the carriageway will not be wide enough for parking bays and two way traffic, therefore it is not proposed to provide any within this option.</i> <i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i> <i>Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both P&D and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal. We will therefore look to reduce the number of shared use bays and concentrate them near the junctions in the vicinity of the shops.</i>	Consider reducing the level of shared pay and display parking's on Bolton Road retaining them around the junction.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Bramshill Road	Will this increase residents parking in Bramshill Road? Support anything that reduces/eliminates the high level of heavy duty traffic in the area. Can we please pedestrianize the Tesco car park?	<i>It is possible that those with residents permits with in the High Street may park in Bramshill Road. However, parking surveys that have been undertaken suggest that those that may park there during the day will leave in the evening once the restrictions have been lifted.</i> <i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	None
Bramshill Road	The existing parking arrangement leads to too much double parking in central Harlesden which causes unnecessary congestion and can be dangerous. Option B will improve the area and encourage Harlesden's residents to look after it. This could be a positive step towards the regeneration of the area, and is very much needed indeed.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking which should help to improve traffic flow in the town centre.</i>	None
Bramshill Road	Do not waste public money by fanciful plans which are not going to achieve anything and will not solve the main problems like safety, dangerous dogs, litter. More police needed on the streets especially at night.	<i>The aim of the scheme is to improve the public realm which in turn will improve safety in the area. The Council are working with the waste management team to address the issues of litter in Harlesden.</i>	None
Bramston Road	Need more patrolling traffic wardens in the town centre. Double parking while people run into the shops and take away cafes is terrible. More zebra crossings in the town centre.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>Zebra crossings can have a negative impact on congestion in areas with high levels of pedestrians and traffic. They have been proposed in the side roads as they will have less impact but could make congestion worse if more were introduced on the main roads. Pelican crossings have been proposed at all junctions throughout the scheme in both Options.</i>	None

Road Name	Comments	Response	Recommendations
Bramston Road	Cars seem to be proliferating our streets so that it is sometimes difficult to find parking spaces. Limiting permits might help especially when a household has a parking bay.	<i>The restriction of permits is outside the scope of the scheme.</i>	Refer comments regarding restriction of permits to the CPZ team.
Bramston Road	Removal of street and pavement clutter re the vendors selling outside shops causing little walking areas for the disabled and walking senior citizens. Littered pavements, filthy very degrading households living above shops putting refuse bags out throughout the day. Option A & B will make very little difference with the above clutter and refuse, spitting and dog filth.	<i>One of the aims of the scheme is to remove street clutter from the footways to improve things for pedestrians. Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway. We are also working with street care to address issues of litter throughout the town centre.</i>	Liaise with waste and cleansing teams.
Bramston Road	The 'private' car park in the plaza should be subsidised by the shops - 20 minutes free parking would increase trade and could be good for the areas whilst controlling parking and double parking for a few minutes while people nip to the shops. Option B is a concern as believe that traffic will build up and people will resort to using residential roads as rat runs. There is no advantage to pedestrians either as a 'shared surface' will still mean that buses bomb down there and wouldn't be safe to walk on.	<i>The Plaza car park is not owned by the Council, therefore it is not possible to provide 20 minutes free parking within the scope of the scheme. Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area. Engineers do not foresee that people will use the local roads as rat runs. However, funding has been made available for the Nicoll Road area to potentially provide a 20mph zone and traffic calming which would reduce any rat running if it were to occur. Buses using the semi pedestrianized area of the High Street will be stopping at the stops on that section and therefore their speeds are unlikely to be high. The reduced traffic levels on this section should in fact make things safer for pedestrians.</i>	None
Brownlow Road	No problems with the parking arrangements.	<i>No comments</i>	None

Road Name	Comments	Response	Recommendations
Brownlow Road	The extension of the HY zone into Brownlow Road will be welcomed by residents as parking is appalling. Can CCTV be put on Church Road as there have been a number of muggings.	<i>The new HY zone is programmed to be operational in April 2012. Unfortunately the provision of CCTV cameras in Church Road is outside the remit of this scheme.</i>	None
Brownlow Road	This area needs the CPZ as many cars and vans are parked around here for days leaving the residents struggling to find somewhere to park.	<i>The new HY zone is programmed to be operational in April 2012.</i>	None
Brownlow Road	Much prefers many trees and pedestrian areas as possible.	<i>No comments</i>	None
Buckingham Road	Harlesden needs shops that would interest people into the area. There are too many meat/fish, hair shops and junk food shops. We need shops like Sports Direct, TK Max, 99p store, Marks and Spencer's. I hope Superdrug, Argos and Peacocks stay plus the banks and butchers on Park Parade.	<i>Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.</i>	None
Buckingham Road	Has concerns as currently can't always find a place to park near house due to other parked vehicles.	<i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only. The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space. Surveys undertaken within the area indicated that there was already some spare capacity. aces for residents within the area.</i>	None
Buckingham Road	How will the litter problem which appears to be getting worse on a daily basis be tackled?	<i>We are working closely with the cleansing and waste teams to make improvements in this area.</i>	None

Road Name	Comments	Response	Recommendations
Buckingham Road	The changes to the H zone boundary and the Pay and Display bays in the High Street will cause major problems with parking in Buckingham Road. It is already difficult to park as shops and flats above the shops and people who drive into the area to work have permits, these people have 3-4 cars to park, the residents who do have a car only park one. This also applies to people who live in the High Street leading to Harrow Road who also use Buckingham Road. This is resulting in people getting blocked in. A representative suggested that it might be possible to move the High Street leading to Harrow Road into the HW Zone.	<i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only.</i> <i>The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space.</i> <i>Surveys undertaken within the area indicated that there was already some spare capacity.</i> <i>However, it is recommended to investigate options for providing a buffer zone in adjacent streets</i>	Investigate a buffer zone with adjacent streets.
Buckingham Road	It is difficult to park on Buckingham Road due to double yellow lines in certain sections, residents have to park in neighbouring roads on occasion. The boundary change will mean that on the rare occasion wish to drive to the High Street will have to pay for parking. CCTV enforcement has been found to not always be in road users favour. Provided the areas are clearly signposted and are at suitable heights I can see no reason why CCTV should not be implemented.	<i>Current car ownership levels often mean that people are unable to park outside their own properties, this is not exclusive to areas such as Harlesden.</i> <i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only.</i> <i>The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space.</i> <i>Surveys undertaken within the area indicated that there was already some spare capacity.</i> <i>However, it is recommended to investigate options for providing a buffer zone in adjacent streets</i>	Investigate a buffer zone with adjacent streets.

Road Name	Comments	Response	Recommendations
Buckingham Road	Enforcement of parking restrictions would make the biggest difference to traffic movement. The biggest problem is unchecked double parking. Option B will make it difficult for residents of Zone H to get out of Buckingham Road. The new right turn will be very difficult due to the traffic flows. Traffic turning left will in be impeded by traffic which wishes to turn right and can't get out. Object to reduction in size of H Zone as it is already small and value the ability to park in the town centre. Veer towards option B but not in light of the comments made.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. It is acknowledged that as vehicles will not be able to turn right into the High Street (towards Craven Park Road) in Option B that they may need to turn right out of Buckingham Road towards Manor Park Road which may be difficult. It could be easier to exit Buckingham Road in the opposite direction onto Nightingale Road and then make the left turn onto High Street from there towards Manor Park Road.</i> <i>Whilst residents of the 'H' zone are currently able to park on the High Street the level of existing parking means that it is very difficult to get a space, and conversations with residents indicates that they would rarely use their car for this reason. The proposals remove the ability for all zones to park on High Street and Craven Park Road during the day opening it up to shoppers and deliveries that currently experience problems resulting in double and other illegal parking activities.</i> <i>Whilst residents of the revised 'H' zone would not be able to park in the town centre it also follows that there is likely to be less demand in the revised area as people from further afield will not be able to park there. This should free up spaces for the residents in the immediate area.</i>	

Road Name	Comments	Response	Recommendations
Burns Road	The cost for residents for CPZ. Hopes that residents are not charged more for these changes.	<i>There are no plans as part of the scheme to increase parking charges.</i>	None
Burns Road	There are too many zones for such a small area, we must be the only area in London that has so many in such a small radius. Nothing has been done about the overspill from the traders on the High Street, if the problem was enforced there would be more room on the pavement. Business permits all park on the High Street so there is no room for shoppers. There are a lot of disabled badges as well.	<i>It is not uncommon to have multiple smaller controlled parking zones in an area as this prevents inter-zonal movements which can result in residents not being able to park in or near their own streets. For instance those living near the town centre may find that people from further afield would use their permits to park closer to the town centre preventing the local residents from finding a space.</i> <i>Vendors require licenses to display goods on the footways and are only permitted to encroach certain distance into the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach to assist.</i> <i>The aim of both options is to prevent long term parking with business permits etc. and provide pay and display only for shoppers.</i>	None
Burns Road	Where will you find additional parking. Suggest that Burger king and toilets be removed from Tesco's parking and that becomes a free parking space. The parking lot behind the post office in Wendover Road can also be extended. Please extend the tree planting other than the High Street. Provide more pay and display parking in permit areas. reduce the cost of permit parking vouchers.	<i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i> <i>There is insufficient funding to consider removing existing facilities and shops to make way for more parking.</i> <i>Tree planting is proposed throughout the town centre, unfortunately there are insufficient funds to extend this out to residential streets.</i> <i>There are no proposals to provide additional pay and display parking in adjacent residential street, however this can be referred to the parking team for future consideration.</i> <i>The pricing of parking permits is outside the remit of this scheme.</i>	None

Road Name	Comments	Response	Recommendations
Butler Road	Will there be any public toilets included in the scheme.	Currently there are no proposals to provide public toilets as part of this scheme, however it would be feasible to investigate the provision during the detailed design subject to finding a suitable location and the available budget.	Investigate the provision of public toilets as part of the detailed design.
Butler Road	Need more parking spaces in the area. If you cut off from the library Craven Park to Jubilee Clock which would be nice to see Harlesden clean again.	Whilst the number of parking spaces in the High Street and Craven Park Road may have been reduced, it is proposed that they will be pay and display only which will free them up for shoppers.	None
Charlton Road	Charlton Road is in a very small parking area. This means paying customers will take up 90% of parking bays. Not much for us permit holders.	Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both P&D and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal. We will therefore look to reduce the number of shared use bays and concentrate them near the junctions in the vicinity of the shops. The majority of bays within HA zone will be made permit holder only meaning there will be less demand by non resident for these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone. However the concerns about the size of the HA zone are noted, and as some of the adjoining streets within HW have spare capacity it is proposed to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.	Reduce the level of shared pay and display parking's on Charlton Road concentrating them around the junction. Provide a buffer zone for residents of the HA zone within the neighbouring streets in the HW zone.

Road Name	Comments	Response	Recommendations
Charlton Road	More presentable shopping centre not £1 shops etc.	<i>Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.</i>	None
Charlton Road	Parking charges are very expensive and would be helpful if they are reduced.	<i>The setting of parking charges falls outside the remit of this scheme.</i>	Refer comments regarding parking charges to the parking team.
Charlton Road	Need to address double parking in the High Street as most people disregard any restrictions and traffic wardens are too scared to enforce the rules. Public seating has previously been removed as it encouraged people drinking alcohol and groups of youths, how would this be monitored. It would be shame to invest lots of money and have to remove it. Parking permits are already high, hopes this will not further increase them. Will dumping of rubbish be a priority as well?	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
		<i>There is no evidence in other areas that increased seating will encourage more undesirables into an area. Combined with regeneration of an area however it may encourage more use by the local residents, shoppers etc. Investigate greater enforcement.</i>	
		<i>There are no plans as part of this scheme to increase the price of parking permits.</i> <i>We are liaising with the street care team to improve the situation with regards to rubbish in Harlesden.</i>	

Road Name	Comments	Response	Recommendations
Charlton Road	Sometimes there is no where for residents to park. Happy about proposals for town centre.	Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both P&D and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal. We will therefore look to reduce the number of shared use bays and concentrate them near the junctions in the vicinity of the shops. The majority of bays within HA zone will be made permit holder only meaning there will be less demand by non resident for these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone. However the concerns about the size of the HA zone are noted, and as some of the adjoining streets within HW have spare capacity it is proposed to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.	Reduce the level of shared pay and display parking's on Charlton Road concentrating them around the junction. Provide a buffer zone for residents of the HA zone within the neighbouring streets in the HW zone.

Road Name	Comments	Response	Recommendations
Chelsea Close	Re CPZs: Some people feel they would be considerably disadvantaged by the changes. There needs to be separate consultation on each area spelling out how people will be affected and offer mitigation where required. 1) The residents on Craven Park Road do not want to start having to park in Nicoll Road, which is hard to reach, and dark at night. Could those people be offered, at no extra cost, membership of two CPZ zones, so they could park in side streets on either side of Craven Park Road? Or maybe they could be offered a choice of which zone they wanted to be in. 2) The new, narrow CPZ for Manor Park Road might not be big enough, despite what you have said. Could those people also park in the street or two to the north or east? It might be expensive, or impossible to produce overlapping CPZ zones, but you could find some other solution.	The proposed parking arrangements will be formally advertised as part of the statutory process for the making of Traffic Regulation Orders. Surveys have suggested that the number of residents of Craven Park Road and High Street who own a car is low. There are issues with businesses obtaining residents permits which need to be addressed. However, it is noted that adjacent streets such as Nicoll Road may be considered some distance to walk therefore it is recommended to investigate alternative options for residents of these street. The majority of bays within HA zone will be made permit holder only meaning there will be less demand by non resident for these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone. However the concerns about the size of the HA zone are noted, and as some of the adjoining streets within HW have spare capacity it is proposed to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.	Provide a buffer zone for residents of the HA zone within the neighbouring streets in the HW zone. Investigate alternative parking arrangements for residents of High St/Craven Park Road.
Cholmondeley Avenue	The scheme is appealing but its success will depend on how well traffic flows through the new routes. The current arrangements regularly cause long tail backs on the westbound Harrow Road. Raised pedestrian junctions at the junction with Park Parade would help to condition traffic coming into the area.	Modelling has been undertaken to ensure that the proposals work in terms of traffic movement and do not increase congestion in the area. CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.	None
Cholmondeley Avenue	Parking on front gardens should be discouraged or not allowed. Existing parking on front gardens should attract higher council tax.	The issue of allowing people to park on there front gardens is outside the remit of this scheme.	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Cholmondeley Avenue	Concerned that there will only be one lane on Manor Park Road to get to Craven Park Road and the north circular. Other than that it looks great. Really like the pedestrianized town centre.	<i>The existing lanes are quite narrow, because of this a large number of vehicles already travel single file. Modelling has been completed to ensure that the scheme works in terms of traffic flow.</i>	None
Cholmondeley Avenue	Option B is better, but you should also invest in crime prevention and deal with drug dealers, dangerous dogs and homeless people in the area. Should omit tree planting but instead some sculptural works could be placed in a couple of locations. Trees damage buildings, produce leaves in fall, bushes are better. No need for CCTV, excessively, it puts people into a position to feel like prisoners in a high security prisons. CCTV is intrusive and nobody wants it in excess.	<i>Trees help to enhance a public realm area and many residents would like to see greenery in the area. Notwithstanding the town team are investigation options for public art to be introduced in the area.</i> <i>The CCTV is proposed to provide 24 hour enforcement of the illegal parking that is prevalent in Harlesden including double parking.</i>	None
Church Road	Not enough provision made for disabled and visitors parking. Believe that the changes proposed are to raise revenue and not to improve the traffic conditions. There are enough CPZs in Harlesden, not in favour of creating any more. Don't mind pay and display parking as long as it is affordable.	<i>Residents visitors will be able to obtain permits for parking in residential streets.</i> <i>Pay and Display parking is available on the High Street. Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i>	Provide disabled parking bays at key points.
Church Road	Re parking - Annoying for resident and is costly for people. Cars for sale on the street taking up spaces. Paying for parking is robbing the poor and visitors. Need to install public toilets.	<i>The current pricing plan for parking is outside the remit of this scheme.</i> <i>Currently there are no proposals to provide public toilets as part of this scheme, however it would be feasible to investigate the provision during the detailed design subject to finding a suitable location and the available budget.</i>	Pass on comments regarding parking charges to the parking team. Investigate options for the introduction of public toilets as part of the detailed design.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Church Road	Parking is available on Church Road throughout the day. Bills are high as they are, extra parking costs will do nothing but add misery. Traffic builds up near Jubilee clock, as to the parking around there I think people should make more use of the Harlesden Plaza car park.	<i>It is not proposed to increase parking's costs as part of this scheme.</i> <i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	None
Church Road	More must be done to prevent double parking in the middle of the road which currently happens and slows traffic. Could the shared space area be opened to all traffic in the evenings.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>Opening up of the High Street in the evenings goes against the aims of the shared space area. It is hoped that in the future this section of the High Street would become a bustling social area with street cafes/restaurants etc.</i>	None
Church Road	No details of concern	<i>No comments</i>	None
Church Road	Church Road/West Ella Road jnc - vehicles for sale, clutters 25% of the parking which creates a parking problem for residents. There is an unacceptable lack of FREE parking in this area. These proposals are misdirected and a waste of public money. Big pavements will simply allow individuals to loiter with bad intentions in the street. Free parking will remain absent and public money will likely be wasted on crazy ideas. Shared roads are dangerous because it is inevitable that the car will try and run down the loiterers. Street trees are a fire hazard and liable to be blown down in storms. CCTV is totally without merit. They are bad news for liberty life. IF you need more parking, the stupid island in the middle of Church Road could go to be filled with parallel parking.	<i>Further investigation required.</i> <i>The cost of parking is outside the remit for this scheme, however comments will be passed to the parking team for future consideration.</i> <i>There is no evidence to suggest that wider footways will increase undesirable loitering in the area. The aim of the wider footways is to provide area for all to use.</i> <i>The design for the shared area is not finalised. Shared areas do not always consist of flush surfaces and kerbs can be installed. If Option B were progressed the design team will be working closely with disability groups.</i> <i>The proposed CCTCV is to aid with enforcement of illegal parking in the area.</i>	Refer to appropriate team for investigation.
Cobbold Road			None

Road Name	Comments	Response	Recommendations
Cobbold Road	Does not drive. Any improvement is welcomed. Prefer Option B as I take public transport but maybe drivers won't like it. I prefer streets without cars so I can shop in ease and safety.	No comments	None
Cobbold Road	Harlesden need a lot of improvement to let it look like a nice place.	Both proposals aim to improve the public realm in Harlesden.	None
Cobbold Road	Need more disabled bays.	Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.	Provide disabled parking bays at key points.
Cobbold Road	Shared surfaces i.e. pedestrians and any vehicles are dangerous, particularly for disabled people, older people, children/parents with babies in prams or pushchairs.	The design for the shared area is not finalised. Shared areas do not always consist of flush surfaces and kerbs can be installed. If Option B were progressed the design team will be working closely with disability groups and other vulnerable groups.	None
Connaught Road	Provide enough free parking on my road for friend visiting.	Connaught Road falls within the HS Zone. Visitors permits are available for visitor parking.	None
Connaught Road	Really happy to take part of my advice that CCTV & parking are ?? Important.	No comments	None
Connaught Road	Both options offer a vast improvement to the existing High Street. Now we need to get rid of the endless chicken shops, mobile phone shops, Halal butchers, betting shops and pound shops and offer a more varied shopping experience. We don't need so many of the same thing its sill and brings the area down.	Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.	None
Connaught Road	Brent should have only one CPZ. Any borough have CPZ.	It is not uncommon to have multiple smaller controlled parking zones in an area as this prevents inter-zonal movements which can result in residents not being able to park in or near their own streets. For instance those living near the town centre may find that people from further afield would use their permits to park closer to the town centre preventing the local residents from finding a space.	None

Road Name	Comments	Response	Recommendations
Connaught Road	Prefer Option B, but worried about how the traffic will travel on the two way sections of the High Street and Manor Park Road. At present some drivers do not use the parking bays and instead double park, creating bottlenecks. The traffic wardens do not enforce this.	<i>No parking will be permitted in the two way sections on High Street and Manor Park Road as this will restrict movement and cause congestion. CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Connaught Road	Disagree with tree planting Clear the clutter outside shops almost every shop sells fruit outside. Don't build more plots as Harlesden is overcrowded. No decent shops, Tesco's as our supermarket is rubbish. Parking is a big problem due to too many people. Housing association property needs a lot of repairs and is cold and damp but nothing is done, perhaps some money should go into this area.	<i>Tree planting enhances the local environment. The types of trees proposed are such to minimise the likelihood of roots making footways uneven. There are no plans as part of this scheme to build more plots. Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area. The parking proposals aim to provide some relief to parking on the High Street and allow protect residents parking in the neighbouring streets. The scheme is being funded predominately by TfLs major budgets scheme and has been specifically allocated for the project and therefore cannot be used for other works.</i>	None
Connaught Road	The High Street is always congested due to badly parked cars or double parking.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Connaught Road	Not enough parking areas near by the shops other than the Burger King car park.	<i>No comments</i>	None
Connaught Road	Doesn't believe the High Street will be safe at night. It will encourage people to loiter in the area. CCTV does not stop beggars and people being harassed.	<i>No comments</i>	None

Road Name	Comments	Response	Recommendations
Connaught Road	CPZ boundary changes are unfair. Residents of H zone can no longer visit or drop off children without paying money for parking. More money for Brent.	Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only. The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space. Surveys undertaken within the area indicated that there was already some spare capacity.	None
Connaught Road	CCTV camera is an evasion of privacy. Object to Boundary changes.	CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. The objection to the boundary changes is noted.	None
Craven Park	There will be no access in Option B to the main High Street for cars which limits the usual parking for visitors doing their weekly shopping. Although there is a car park in the plaza it has limited parking spaces and gets full very quickly now. This car park should be a lower rate per hour as it has become ridiculously high and their drive through policy is outrageous, you shouldn't fine drivers for doing this. Pay and Display metres should continue to be low in rate and not hiked up due to the new changes in plan B as we know the Council will greedily do this.	Removal of the permit parking on Craven Park Road will free up more parking for shoppers. Those visiting shops in the semi pedestrianized area will be able to park on Craven Park Road where there should be more spaces available and in the Plaza car park. The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner. The are no plans as part of this scheme to increase prices for pay and display.	None
Craven Park	The development plans would be very welcome and exactly what Harlesden needs. It could be such a lovely area, it has all the potential but just needs infrastructure and focus. Less betting shops and more cultural activities. A face lift could help stimulate change. Big issue is rubbish dumping.	Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area. We are working with the waste team to address the issue of rubbish being dumped on the streets for long periods.	None
Craven Park	There is a lot of clutter that makes the place run down. Tree planting would improve the outlook. Drug use is rampant.	No comments	None

Road Name	Comments	Response	Recommendations
Craven Park	More free parking.	<i>The setting of parking charges falls outside the remit of this scheme.</i>	Refer comments regarding parking charges to the parking team.
Craven Park	More free parking/no restrictions, wider parking bays, increased parking.	<i>The setting of parking charges falls outside the remit of this scheme.</i> <i>The width of the parking bays are within specified guidance, however it may be feasible to provide slightly wider bays where the carriageway is being reduced to a single lane and footways widened.</i> <i>Provision of pay and display parking only on the High Street and Craven Park Road will free up more parking for shoppers.</i>	Consider providing wider parking bays where the available widths permit. Refer comments regarding parking charges to the parking team.
Craven Park	Not enough disabled parking bays for shopping as it is always a struggle for a disabled driver to park near enough to the shops. Would like to see the end of triple parking as it blocks the road. The limitation of loads of items on sale outside the stores as this cuts down on pavement space and this can be frightening as it obstructs crutches.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double and triple parking in the town centre.</i> <i>Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway.</i>	Provide disabled parking bays at key points.
Craven Park	Parking is too expensive in Harlesden compared to other areas in Brent.	<i>The setting of parking charges falls outside the remit of this scheme.</i>	Refer comments regarding parking charges to the parking team.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Craven Park	As a member of a group of residents which meets for social activities, happy for any genuine improvements but disappointed with aspects of the consultation. Parking is an emotive issue especially when trying to attract shoppers, other areas use incentives such as improving accessibility to their High Streets such as free parking in the aim of keeping it and communities alive. Major retailers are moving to retail parks so independent retailers are vital to Harlesden. Pedestrianizing the High Street will not attract a better shopping experience with the existing types of shops, There should be a cap. Motorists are at the mercy of over zealous parking wardens.	<i>Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport which is to be encouraged.</i> <i>Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area. Studies also show that businesses can see an increase in turnover of between 5 and 15%.</i>	None
Craven Park	Doesn't own a car. Do the new plans extend to Craven Park. If so, what are the plans for the boarded up (black board) triangular turning point between Craven Park Road and Craven Park? It could be turned into a paved triangle, similar to the one in Wembley.	<i>Unfortunately there are insufficient funds to extend the scheme further along Craven Park.</i>	None
Craven Park Road	Does not see any benefit in either scheme for residents and shop keepers. The council has not proposed anything about restricting the occupation of shopkeepers within limits of their shops. Most shops in Harlesden are food shops, hair & nail and off licenses. ?? are for which cover occupations other than these 3 mentioned and now with Peacocks heading for probable closure, there will be very similar occupations that already are in abundance willing to take on that premises. Why are the council so free in allowing changes of use to retail premises when enough of one already mentioned exist.	<i>Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area. Studies also show that businesses can see an increase in turnover of between 5 and 15%.</i> <i>Residents benefit by having wider, more even footways which are easier to negotiate and having a nicer environment in which to live and shop.</i> <i>Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway.</i>	None
Craven Park Road	Want to keep the parking for residents.	<i>Noted</i>	Investigate options to provide alternative parking for residents of Craven Park Road.

Road Name	Comments	Response	Recommendations
Craven Park Road	Constant use of my car for deliveries have business permit could not continue without it. The main reason for the decline of Harlesden is 1) no parking 2) parking too expensive 3) no major retailer in the area.	<i>Loading bays are proposed to facilitate deliveries throughout the day.</i> <i>The proposed changes to the parking in Craven Park Road is aimed at improving available parking for shoppers and deliveries.</i> <i>Parking charges are outside the remit of this scheme. Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.</i>	Refer comments regarding parking charges to the parking team.
Craven Park Road	There are only 2 spaces on the road near Langdon Court and 3 on the main slip road. For the number of flats parking is very restricted. Currently park on Fortunegate Road or St Thomas's Road as the roads are currently in Zone H. There are usually spaces as residents of these roads have permits for zone HY. The new proposals will put these section in Zone HY and remove the additional parking currently in Zone H. HS will incorporate Craven Park Road but these streets are further away. It is a concern for carrying shopping and security of car. HS Zone should also include parking opposite Langdon Court i.e. St Thomas's Street and Fortunegate Street.	<i>Residents of Langdon Court will be able to park in the whole of St Albans Road, Park Road etc.</i>	None
Craven Park Road	All that is need is the parking wardens applying the penalties fairly to all commuters in Brent and stop terrorising patrons who park properly to shop.	<i>No comments</i>	None
Craven Park Road	Parking attendants seem to be afraid of locals who abuse parking regulations. Customers who wish to park in front of shop never do as locals park without getting tickets. When a warden comes a group of 3-5 men come out of the shop and start shouting at the warden who then leaves without issuing a ticket.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. Enforcement officers will still be required to enforce the use of permit holders and pay and display tickets.</i>	None
Craven Park Road	No 20 minutes allowance parking for shoppers changing tyres at the tyre shops. Severe parking restrictions are keeping shoppers away from the local shops in the High Street.	<i>The issue of parking charges is outside the remit of this scheme however comments will be referred to the parking team for consideration.</i> <i>Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport.</i>	Refer to the parking team for consideration

Road Name	Comments	Response	Recommendations
Craven Park Road	HA Zone is too small as people in Manor Park Road have trouble parking. It needs extending to include some roads in HW Zone. 1) B will result in vehicles diverting into residential roads. 2) B mean deliveries will occur in rush hour increasing congestion. 3) B means traffic having to slow down to turn corners leading to traffic jams. 4) The air quality will be further polluted by increased traffic jams. 5) Tavistock and Crownhill Roads are too narrow to accommodate the additional traffic. 6) Manor Park Road is too congested for two way traffic. 7) Priority given to visitors rather than residents in CPZs 8) H zone residents being forced to park some way away from their homes increasing risk to personal safety. 9) Nicoll Road will become a rat run.	The majority of bays within HA zone will be made permit holder only rather than the current shared use resulting in creased capacity for residents. Surveys suggest there will be sufficient space available, however, these concerns are noted and it is recommended to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. 1) It is felt that it is unlikely that vehicles will divert along residential roads. 2) Only deliveries in the High Street are not permitted between 10-4. Those on the through streets will be restricted to delivering outside peak hours. 3) Traffic modelling has been undertaken to ensure the proposals work in terms of traffic flow and do not result in greater congestion. 4) Air quality surveys have been undertaken and whilst there are locations with minor spiked increases overall both options are better than the existing situations with option B overall being the preferred option. 5) Traffic flows on Crownhill Road remain largely the same. Tavistock Road will have a significant increase in traffic flow however as it is one way there is no problem with the width of the road. 6) See point 3 7/8) Investigate alternative options for residents of High Street and Craven Park Road. 9) see point 1	Provide a buffer zone for HA in adjoining streets of HW. Investigate alternative options for residents of High Street and Craven Park Road.

Road Name	Comments	Response	Recommendations
Craven Park Road	10) B means the elderly and disabled will not be able to be dropped anywhere near the shops and struggle with heavy shopping bags. How will the blind cope without kerbs to distinguish the carriageway. 11) B will result in closure of shops in the pedestrianized area. 12) What happens if a vehicle breaks down in Craven Park Road where the width is reduced to a single lane. 13) B will result in shops further encroaching onto the footway. 14) B will result in shop keepers parking in the Craven Park layby all day resulting in people parking in Langdon Court Estate road. 15) If the CPZ is altered suggest removing the one way traffic in Cecil Road	10) The semi pedestrianized area is relatively small and people will be able to be dropped off at either end. The design of this area has not been undertaken and if progressed may not necessarily have flush kerbs. 11) Surveys undertaken indicate that over 80% of visitors to the town centre walk, cycle or come by public transport. Experience in similar schemes has shown that businesses can see an increase in turnover of between 5-15% 12) The current carriageway width along Craven Park Road is proposed to be 4.5m wide which would be sufficient to allow 2 cars to pass at slow speeds should one breakdown. It is acknowledged that this will not be sufficient for larger vehicles therefore consideration will be given to widening this to 5m as part of the detailed design. 13) Delineation of private forecourts will be included within the project in order to assist with enforcement. 14) It is acknowledged that we need to review the issue of shop owners obtaining permits 15) Removal of the one way system in Cecil Road is outside the remit of this scheme	Review the width of Craven Park Road to allow for broken down vehicles as part of the detailed design.
Craven Park Road	Other drivers leave their lorries in front of respondents shop for hours. Has complained but as yet nothing has been done.	CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.	None
Crownhill Road	Both options only offer Pay and Display on Crownhill Road. As a resident I am entitled to park outside my house.	Permit Holder only for residents and Loading only bays are proposed on Crownhill Road. There are no pay and display bays proposed.	None
Crownhill Road	Monday to Friday parking restrictions. The development of Harlesden High Street is well overdue. Welcomes and change that will make it a more pleasant place to live.	The removal of parking restrictions on Saturday will mean that parking bays are likely to be taken up by vehicles from outside the area, which will be undesirable for residents.	None
Crownhill Road	Very much against Option B 1) we will lose parking facilities in front of property. Permit parking zone will be shrinking making parking options more limited. What are residents supposed to do?	Noted	Investigate the feasibility of providing additional bays in Crownhill Road if Option B is progressed.

Road Name	Comments	Response	Recommendations
Curzon Crescent	Parking ok, because we don't have a car. No. 18 bus was good but pity there was no conductor inside. 90% were going for a free ride and genuine people were not let in. Drivers of several buses are rude and let their relatives have free travel so why not put community officers on buses to check the bus passes. Some people still park their cars on the bus stops. We should have CCTV enforcement. Cyclists ride on the footpaths and it is dangerous for me to walk freely so it is better to have narrower footpaths. The footpath is for walking and not cycling.	<i>We will refer the concerns about the bus drivers to the bus companies.</i> <i>Wider footways would actually provide more space for pedestrians and cyclists to co-exist. Notwithstanding cycle on the footways is not permitted unless in a designated area.</i>	Refer concerns regarding bus drivers to the bus companies.
Curzon Crescent	No CPZ in Curzon Crescent is needed, its not a problem parking here. Please put up signs to say 'no spitting and 'pull up your trousers'	<i>The proposed extension to the HY zone is part of a separate scheme which has already been consulted on and is due to be implemented in April 2012.</i> <i>These signs are not specified within the Traffic Signs Regulations and General Directions 2002 and therefore can not be erected on the highway.</i>	None
Dairy Close	Believes the whole idea is a waste of public money.	<i>The scheme is being funded predominately by TfLs major schemes budget which has been specifically allocated for the project. Some of the funds come from developer contributions which are set aside for highway works.</i>	None
Doyle Gardens	Previous requests for free parking on Saturday in Doyle Gardens has been ignored. Increase in parking permit prices is crazy. Have noticed a lot of footpaths widened on corners even the bus has problems trying to get around them. There is more footpath room for pedestrians than for cars and buses.	<i>The provision of parking charges is outside the remit of this scheme. However, the comments will be referred to the relevant department.</i> <i>The detailed design will ensure there is enough room for all vehicles to negotiate the junctions.</i>	Refer comments regarding parking charges to the parking team.
Doyle Gardens	Only objection is the restrictions on Saturday in HW Zone	<i>Changes to operation times in the HW zone is outside the remit of this scheme.</i>	Refer comments regarding operational times to the parking team for consideration.

Road Name	Comments	Response	Recommendations
Doyle Gardens	Both options only address the traffic problems by reducing P&D parking for visitors and inconveniencing residents. Harlesden has become run down and all the large shops have left. Parking in Harlesden is a nightmare with double and triple parking which has not been addressed by parking controls. The Plaza car park which is privately run is expensive and disabled badge holders have to pay whereas elsewhere in the EU they do not. Option A: Seems this is little change with parking problems made worse. Residents of the High St and Craven Park Rd will be displaced into other residential areas. Parents with buggies are not welcomed on public transport and therefore drive. So why would you drive to Harlesden when you can drive to supermarkets which have everything you need. Trees and benches will encourage undesirables to the area.	Currently the pay and display bays in the town centre are shared with permit holders. The proposals dedicate these bays to pay and display which should make it easier for shoppers to park. CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. As the plaza car park is privately run the charging is outside the control of the Council. The comments regarding residents of Craven Park Road and High Street is noted. There is no evidence in other areas that the provision of additional trees and benches encourages more undesirables to an area.	Investigate alternative options for residents of High Street and Craven Park Road.
Doyle Gardens	Option B: Harlesden used to be two way but changed to one way to improve traffic flow and improve safety. Two way traffic leading to Tavistock and Crownhill Road is an accident waiting to happen due to HGVs trying to negotiate the junctions. The pedestrian crossings are in the wrong place, and currently rarely used leading to accidents. Two way traffic will make it more difficult to cross and therefore less safe. Traffic will be forced to divert up Nicoll Road or put at least 30 minutes on their journey. The pedestrian area is so small it seems pointless and not worth the expense or inconvenience. Deliveries between 4pm and 10am will be detrimental to both shops and residents of those roads who will be experiencing deliveries at unsociable hours.	The detailed design will ensure that large vehicles will be able to manoeuvre around junctions in the town centre. Improvements will be made to the formal crossing facilities to make it safer for pedestrians to cross. Option B proposes a small diversion which should only add a few minutes to a persons journey. It is not felt that Nicoll Road will be used as a rat run. However, it should be noted that funding has been agreed for a scheme in the Nicoll Road area for a 20mph zone and traffic calming which should further reduce the likelihood of this happening. Shop owners can reorganise their deliveries to occur in the morning or early evening. It is unlikely this will occur at unsociable hours,	None

Road Name	Comments	Response	Recommendations
Doyle Gardens	Raising the road surface level with the footway will give people a false sense of security in an area with a high flow of buses and be dangerous. Bicycles already use pavements when they aren't meant to, widening footways will only make the situation worse for pedestrians.	<i>The design for the shared area is not finalised. Shared areas do not always consist of flush surfaces and kerbs can be installed. If Option B were progressed the design team will be working closely with disability groups and other vulnerable groups.</i>	None
Drayton Road	Thinks this is a great idea to gives Harlesden an even greater sense of community focused in the area. Do not remove the Harlesden Clock- protect this little bit of history and uniqueness that is still ours.	<i>There are no plans to remove the clock as part of the scheme.</i>	None
Drayton Road	More street cleaning, less dog muck on the streets, its very unhygienic	<i>Noted</i>	None
Drayton Road	Parking is already congested in the area, therefore parking needs to be more accessible especially for disabled people.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i>	Provide disabled parking bays at key points.
Drayton Road	Waste of money. Also getting rid of the clear street boundaries will become very dangerous as the drivers around Harlesden are not very considerate of pedestrians.	<i>The design for the shared area is not finalised. Shared areas do not always consist of flush surfaces and kerbs can be installed. If Option B were progressed the design team will be working closely with disability groups and other vulnerable groups.</i>	None
Drayton Road	Not clear about entrance to Park Parade at the junction with High Street and Manor Park Road. Travelling from Jubilee clock on the new 2 way system in Option B, must a detour be made via Manor Park Road, Tavistock Road and Crownhill and back to Manor Park Road.	<i>Vehicles travelling from the Jubilee Clock will be able to go straight on into Park Parade.</i>	None
Drayton Road	Without demolishing buildings and remodelling the town centre it will always be difficult to drive in. There is a need for a centre bus terminal so that passengers can easily make interchanges, the current system is a mess. Option B would reduce accessibility to shops and services. It is easier to drive out to Brent Cross and Westfields that to try and park in Harlesden.	<i>Demolishing of buildings and provision of a bus terminal is outside the remit of this scheme. Surveys indicate that over 80% of shoppers wither walk, cycle or come by public transport. Both options proposed dedicated Pay and Display parking on the High Street to prevent bays being blocked by long term parking by businesses.</i>	None

Road Name	Comments	Response	Recommendations
Drayton Road	Concerned that road widths in Manor Park Road and High Street will be not able to cope with 2 way traffic and hope that it will not lead to increased congestion. Effective enforcement of no parking required otherwise there will be chaos. Can traffic wardens be redeployed in Zone HW where patrols are currently very infrequent.	<i>Road widths are sufficient to cater for two way traffic. Modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>Comments re traffic wardens is noted and will be referred to the enforcement team.</i>	Refer concerns to the enforcement team.
Drayton Road	Can only see 1 disabled bay in both options and the stupid piece of controlled parking at the top of St Marys Road, Bolton Road and Charlton Road which was previously meant to become HW not HY.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i>	Provide disabled parking bays at key points.
Drayton Road	Not enough disabled parking and the top of St Marys Road should not be HY.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i>	Provide disabled parking bays at key points.
Drayton Road	Doesn't agree with the proposed changes, As a member of a group of residents which meets for social activities, happy for any genuine improvements but disappointed with aspects of the consultation. Parking is an emotive issue especially when trying to attract shoppers, other areas use incentives such as improving accessibility to their High Streets such as free parking in the aim of keeping it and communities alive. Major retailers are moving to retail parks so independent retailers are vital to Harlesden. Pedestrianizing the High Street will not attract a better shopping experience with the existing types of shops, There should be a cap. Motorists are at the mercy of over zealous parking wardens.	<i>Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport which is to be encouraged.</i> <i>Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.</i> <i>Studies also show that businesses can see an increase in turnover of between 5 and 15%.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Essex Road	Fines for litter Better enforcement of domestic recycling, bins are constantly over flowing. Better used of unused spaces to discourage fly tipping. Speed bumps, cars come flying round the corner of Essex and Oldfield Road.	<i>We are working closely with the cleansing and waste teams to make improvements in this area.</i> <i>Provision of traffic calming in Essex Road and Oldfield Road is outside the remit of this scheme.</i>	None
Essex Road	Rather Harlesden High Street remains as it is. The roads are already small and congested, this will only make it worse. Against two way traffic. Tavistock used to be one way before, until recently when it was turned into half two way.	<i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None
Fairlight Avenue	Please allow partial footway parking in Acton Lane where possible. Respondent needs to park 2 streets away with children. Option B is the only way forward as Option A does not work and makes the whole are terrible. Walking to the park is a nightmare and driving is not an option.	<i>Unfortunately, amendments to the parking in Acton Road is outside the remit of this scheme. However, comments regarding footway parking will be passed onto the parking team for consideration.</i>	None
Farm Road	Have now not concerns about parking car for there is space for parking.	<i>No comments</i>	None
Fortunegate Road	You should not have to pay for parking permits to park in the street you live.	<i>The issue of permit holder charges is outside the remit for this scheme.</i>	None
Fortunegate Road	Option B is a great idea, the only concern is the amount of cars that double park in Harlesden High Street. Maybe a camera and an instant ticket in the post would stop this as traffic wardens don't seem to bother.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Fortunegate Road	Parking needs to be improved.	<i>Both options aims to address problems with parking in the town centre.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None

Road Name	Comments	Response	Recommendations
Fortunegate Road	Pleased with the fact that any kind of improvement are being made. But there are many things that need to be tackled first to make the current proposal beneficial. The rate of unemployment in the area is high, which in turn makes the quality of living in Harlesden both unsafe and unenjoyably. I often finish work late and more often than not propositioned by prostitutes, drug dealers and homeless people on my way home. More money needs to be invested in employment, otherwise what is the point.	<i>The issues of unemployment are outside the remit of this scheme.</i>	None
Fortunegate Road	Too many dogs fouling.	<i>Additional dog mess bins can be provided throughout the area as part of the scheme</i>	Provide bins for dog mess as part of the detailed design.
Fortunegate Road	Concerned about increases in parking charges. Hope improvements will not increase community charges as well as residential parking charges.	<i>There are no proposals as part of this scheme to increase parking or community charges.</i>	None
Fortunegate Road	The double parking in Harlesden is a problem all the time. People tipping rubbish on several street corners makes Harlesden look even more run down. More CCTV would help.	<i>CCTV cameras are proposed to enforce illegal parking including double parking in Harlesden. This will provide 24 hours enforcement and motorist will receive a ticket directly through their door.</i> <i>We are working closely with the cleansing and waste teams to make improvements in this area.</i>	None
Fortunegate Road	Double parking blocking traffic in Harlesden High Street and Craven Park Road.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Fortunegate Road	Far too many vendors extending onto the pavement, hardly any place for people to walk. Parking not observed, too much double parking and parking on the pavements leaving very little walking space especially for the elderly and disabled. Cyclists riding on the pavements.	<i>Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None

Road Name	Comments	Response	Recommendations
Franklyn Road	Existing parking arrangements clog the High Street of Harlesden which should primarily be non residential.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. It is proposed to provide pay and display parking in the town centre.</i>	None
Fry Road	In order to improve Harlesden you have to improve parking facilities. You would also get a lot more people in Harlesden to shop if it wasn't so expensive to park.	<i>Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport which is to be encouraged. The majority of shoppers in Harlesden are local people and the aim of the scheme is to provide a better environment for these people. Harlesden in already congested and the road system would find it difficult to cope with a significant increase in traffic such as some of the larger centres experience.</i>	None
Furness Road	The loading bays should be shared with pay and display areas such as from midnight to 8am loading bay and 8am until midnight pay and display.	<i>All bays will be free for all users after 6:30pm.</i>	None
Furness Road	Lives in HW CPZ and should be allowed to park in designated shopping areas as should other surrounding CPZs at a discounted rate. The actual shopping areas need to be drastically improved to attract bigger High Street stores to the area, which will help make the area prosper. Currently it is too Ghetto and unsafe. Respondent has been offered drugs in the afternoon while using the cash point.	<i>It is not possible to set up a system to provide reduced rates for local residents. Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.</i>	None
Furness Road	The most important consideration is how to stop the current bottleneck of traffic through the area and keep the traffic flowing in this major through route. Also the need to attract good quality shops to the area.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.</i>	None

Road Name	Comments	Response	Recommendations
Furness Road	Harlesden Plaza Parking spaces must be controlled by Brent Council instead of a private contractor who is charging too much even on Sundays and Bank Holidays.	<i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	None
Furness Road	Option B would give major traffic congestion specially at the junction of Tavistock Road and High Street, unless heavy lorries are prevented from passing through Harlesden.	<i>It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years.</i> <i>Modelling has been undertaken to ensure that the proposals work in terms of traffic movement and do not increase congestion in the area. Removal of obstructions such as indiscriminate parking which will be enforced by CCTV will further improve traffic flows</i>	None
Furness Road	Double parking is always a nuisance especially for emergency vehicles which can cause delays.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Furness Road	NO extra phone masts for Wi-Fi WLAN transmitters, there are too many already. A reduction in electromagnetic radiation would be beneficial to all.	<i>The issue of phone masts is outside the remit of this scheme.</i>	None
Furness Road	Why do we need parking restrictions in Furness Road (which is residential) all day on Saturday, completely unnecessary and unfair for families. There are 2-3 small shops near the junction with Harrow Road but otherwise all residential. Parking restrictions all day on Saturday unlike other, much busier streets in the area.	<i>This scheme does not proposed any changes to the parking restrictions in Furness Road. Any amendments to the operation times are outside the remit of this scheme.</i>	Refer comments regarding operational times to the parking team for consideration.

Road Name	Comments	Response	Recommendations
Furness Road	Wants one zone to cover all areas of Brent.	<i>It is not uncommon to have multiple smaller controlled parking zones in an area as this prevents inter-zonal movements which can result in residents not being able to park in or near their own streets. For instance those living near the town centre may find that people from further afield would use their permits to park closer to the town centre preventing the local residents from finding a space.</i>	None
Glynfield Road	Double parking blocks the road regularly.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Glynfield Road	Looking forward to seeing Harlesden look its best. Loves the shared space area, only wish Macdonalds was still there.	<i>No comments</i>	None
Goodson Road	Cost for parking in the car park should be reduced as it is very expensive. Would be good to improve Church Road and High Road too.	<i>The car park is not owned by the council and therefore setting of the parking charges are outside its control.</i>	None
Greenhill Park	The hours of parking restrictions are too long. The desired positive effects could be achieved by having a shorter restriction during the day between 11 -2 (as done in other zones with similar situations i.e. West Hampsted). It makes life antisocial and is difficult for after school family socialisation.	<i>The proposed hours for the parking restrictions are consistent with the surrounding area. Any changes to the timings would need to be co-ordinated with adjacent areas.</i>	Refer comments regarding the times of the parking restrictions to the parking team.
Greenhill Park	Would like access from Greenhill Park to Craven Park Road, Nicoll Road and Cecil Road, both are one way. If people were driving on Craven Park Road they have to go around Manor Park Road and all the way through Acton Lane which increases traffic. Regularly see people breaking the law so please make Nicoll Road or Cecil Road 2 way.	<i>Changes to accessibility of Greenhill Park is outside the remit of this scheme. However, funding has been come available for works in the area surrounding Nicoll Road and Greenhill Park therefore these comments can be referred for consideration.</i>	Refer comments regarding access to Greenhill Park for consideration.
Greenhill Road	Mother has a disability, can respondent drive where the buses drive.	<i>Unfortunately it would not be possible for disabled vehicles to access the semi pedestrianized section of the High Street.</i>	None

Road Name	Comments	Response	Recommendations
Greenhill Road	HS Zone, Greenhill Road. No need for Saturday restrictions, restricted times should be between 9-5:30. The free for all parking was much easier, the aim of the restriction was to guarantee a space not 30.	<i>The operational times of the HS zone is outside the remit of this scheme.</i>	Refer comments regarding operational times to the parking team.
Greenwood Terrace	Not enough parking spaces and very high prices for stays over 2 hours.	<i>The aim of both options is to provide more parking for shoppers during the day by removing permit holder parking from the High Street. Unfortunately parking charges are outside the remit of the scheme.</i>	Refer comments regarding parking charges to the parking team for consideration.
Harlesden Gardens	High Street, Harlesden is usually very congested especially as there are cars parked on both sides of the street, and its very difficult to get past them.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None
Harlesden Gardens	CCTV enforcement: Currently residents who wish to park nearer the High Street are restricted. CCTV has been known to make several errors in centre parking and paying machines are very difficulty to understand especially for older residents.	<i>The CCTV enforcement is proposed for the enforcement of illegal parking on double yellow lines and double parking which is easily definable. Enforcement of permit and pay and display parking will still be carried out by enforcement officers.</i>	None
Harlesden Gardens	Traffic flows easier with the simpler one way system. Option B will confuse people and motorists causing more congestion.	<i>Two way traffic flow is common place and should not cause any more confusion for pedestrians and motorists. The detailed design will take into account the transition for regular users of the route to get used to the new system. Modelling has been undertaken to ensure that the proposals will work in terms of traffic flow.</i>	None
Harlesden Gardens	It would be great to see more room for pedestrians as proposed in Option B. Urban Furniture together with more green areas would improve the look of the area.	<i>No comments</i>	None
Harlesden Gardens	People that double park in the High Street and surrounding areas should be caught and issued with tickets.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. Tickets will be issued automatically for infringements.</i>	

Road Name	Comments	Response	Recommendations
Harlesden Gardens	Love the idea of wider footways, less traffic, trees around the High Street.	No comments	None
Harlesden Gardens	The traffic in Harlesden is bad enough without the new layout. Crownhill Road is used as a rat run as it is.	Flows in Crownhill Road are currently low in comparison to surrounding streets. In Option A the likely flows will not change and in Option B there will not be a significant change.	None
Harlesden Gardens	Parking on Park Parade and any bus stops shouldn't be allowed as it causes delays to buses and to emergency vehicles. Option B shows that the tree near the Jubilee Clock will be relocated. I don't see why this is necessary and would like to keep seeing the tree next to the clock as its always been. Any pedestrian areas created are more than welcome. Would also lease a lot of the corner shops which have the area unattractive. More high quality shops = better people coming to visit/live in Harlesden.	The position of the bus stop and parking on Park Parade is outside the remit of this scheme. Whilst it may be possible to retain the clock in its current location it would result in it being places on a small island with traffic passing on either side making it inaccessible opt the public and difficult to maintain. Therefore subject to receiving appropriate permissions it was resolved to move the clock into the public realm. Whilst the existing tree is proposed to be removed, new trees will be planted in the area to replace it. Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area.	None

Road Name	Comments	Response	Recommendations
Harlesden Gardens	Strengthen Mitre Bridge in Scrubs Lane so lorries don't have to go through the town centre. More pedestrian crossings on the High Street, including the stretch running east from Royal Oak Pub past the job centre. Redevelop Harlesden Plaza.	Mitre Bridge lies within the London Borough of Hammersmith and Fulham and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years . Increased formal pedestrian crossing such as a pelican crossing or zebra crossings on the High Street will increase delays throughout the town centre. However, there are additional informal pedestrian crossing proposed throughout the scheme which aim to encourage pedestrians to cross at safer locations. The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.	None
Harlesden Gardens	Parking in Harlesden Gardens is much improved since introduction of CPZ. Harlesden is well served by public transport which respondent uses where possible. Option B is a huge step forward in improving Harlesden, but need to restrict HGVs using Manor Park Road as a short cut to the scrap metal park on Scrubs Lane. Regularly cross the road at the junction with High Street and it is regularly snarled up or used as a race track when the traffic is flowing. Please get rid of the big lorries. Harlesden should be a residential area with busy shops, not a shortcut for HGVs. They can use the A406 and A40 and Oak Lane.	It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years. Traffic modelling which includes taking into consideration existing and projected HGV movement has been undertaken to ensure that the scheme works in terms of traffic flow.	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Harlesden Gardens	Concerned about the amount of traffic that drives through Harlesden and where will this traffic go should plan B be passes. Will the proposed plans cope with the volume of traffic.	<i>In Option B, the traffic will be re-routed along the High Street and Manor Park Road in Both directions. Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None
Harlesden Gardens	- Tesco car park should offer 2 hours free parking - Wendover car park should be revamped. - Mobile vehicle removal unit would get rid of double parking. - Worried about shared use area due to amount of bus traffic. - How to ensure people will respect the new clean environment? - Scheme should be extended up Park Parade. - Could Brent lobby for upmarket convenience store. - Could Brent encourage a organic farmers Market by providing a useable space for free.	<i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i> <i>Improvements to Wendover car park is outside the remit of this scheme.</i> <i>CCTV camera enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>Unfortunately there are insufficient funds to increase the limits of the scheme.</i>	None
Harlesden Gardens	Double parking, vehicles using hazards, vehicles stopping unlawfully on the High Street are all the daily occurrences in Harlesden and make the High Street very hazardous and congested. Low rent shops keep Harlesden High Street down. Empty shops, the proliferation of pawn brokers and pound shops should be monitored and controlled.	<i>CCTV camera enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>It is hoped the improvements to the town centre will encourage different range of shops and cafes into the area as has been seen in other regeneration projects.</i> <i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Harlesden Gardens	The proposed modified parking arrangements is nothing more than a dogs breakfast. The HW zone is very large and people from places (Holland Rd etc.) way out can come and park at the top of Crownhill Road and do their shopping and also do the school run within the same HW Zone. It is not what the residents of Manor Park Road/High Street and Craven Park Road want. They have been petitioning for ages for the exiting H zone to be made larger taking in the parallel adjoining roads. This would allow residents in the High Street etc. to park in these streets when shopping is at its busiest periods. Residents in parallel streets would be too near to the shops to use their cars. Oppose Option B it means the loss of at least 25 parking bays just where people want to park and shop. Motorists will go else where (Asda's and Sainsburys) at the High St shops will suffer loss of trade.	<i>The proposals will prevent residents of the HW filling up spaces in Manor Park Road and Crownhill Road to do their shopping leaving these streets free for residents.</i> <i>Whilst there is a loss of parking bays, the aim of the scheme is to free those that remain solely for shoppers by providing pay and display parking only.</i>	None
Harlesden Road	Does not own a car	No comments	None
Harley Road	Resident parking should be Mon-Fri or in some streets even less 12-3pm. This would stop long term non resident parks but reduce need for weekend enforcement and allow easier visiting etc. The extension of parking controls between 8am and 9am between 5pm and 6:30pm leads to the conclusion that CPZ is mainly a revenue raising scheme. It is not clear why in Brent streets tiny bushes are tolerated or planted as here while larger trees are savagely pruned allowing larger trees increases property value and improves streets generally. It is not clear a) what research these proposals are based on (town planning academic research I mean). What is the budget?	<i>The proposed hours for the parking restrictions are consistent with the surrounding area, there are no proposals to extend the existing times.</i> <i>Any changes to the restriction times would need to be co-ordinated with adjacent areas by the CPZ team.</i> <i>Extensive work has been undertaken with Harlesden Town Team to identify the options being consulted on. Brent Council have provided technical advice and undertaken extensive surveys and modelling to ensure that the scheme are appropriate for the area.</i> <i>The total budget for the scheme including Station Road is approximately £5million which is being funded predominately by TfL major schemes budget and developer funding.</i>	Refer comments regarding CPZ operational times to parking team for consideration.
Harley Road	Disabled bays not indicated properly.	Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.	Provide disabled parking bays at key points.

Road Name	Comments	Response	Recommendations
Harley Road	Like the idea to create safe structures for cycle parking.	No comments	None
Harley Road	Great, thanks for the consultation looks like a very nice plan.	No comments	None
Harley Road	Prefer Option A as in current climate and economic problems the High Street needs to be uplifted and losing through traffic would kill it. Wider pavements would give vendors more access for more phone stalls and things that block the pavement. Please maintain the enclosed bus shelter for poor weather conditions. Also good to see when the bus is due.	Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport. Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway. The proposed bus shelters will be the same as those used in Station Road.	None
Haycroft Gardens	Not sure what raised junctions means. If it means pavement it level with the road and there is a shared space between pedestrians, bikes and cars then as a blind person is very concerned about this from a safety perspective. Will not know if in the road, there needs to be a kerb to make it clear. Trees look nice but are a hazard because they are not usually maintained properly and create uneven and raised pavements with bad tripping hazard. Overhanging branches are hazardous for blind and partially sighted people.	The raised pavement at junctions is aimed to reduce traffic speeds at junctions and prioritise pedestrians as well as providing a level surface to cross at the junction. The trees proposed have small root systems and should not create uneven, raised footways. Lower level branches will be maintained above 2.1m.	None

Road Name	Comments	Response	Recommendations
Herbert Gardens	Current lack of enforcement of parking restrictions. Shop stalls on the pavements should be removed as encroach on pedestrian space. Buses and delivery lorries not parking in allocated spaces. Most congestion is caused by buses, we have got rid of bendy buses but still problems. No pedestrianization as unruly and antisocial will congregate around fast food, bookies and pubs and night club in High Street...save out libraries	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway.</i> <i>We are also working with street care to address issues of litter throughout the town centre.</i> <i>There is no evidence that pedestrianization increases undesirables in area. The purpose of the scheme is to provide a better area for users of the town centre.</i>	None
High Street	The main concern re parking are cars double parking. Parking on double yellow lines and cars parking the wrong way on the opposite side of the road. This only increases traffic congestion.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre. This will also improve traffic movement around the area.</i>	None
High Street	Leave Harlesden as it is, do not change anything. It is working nicely at present and it has done for the past 30/50years so why do you want to alter Harlesden Shopping Street.	<i>As indicated in the Harlesden Town Charter many residents believe whilst Harlesden is a vibrant community with a lot to offer that the environment is in decline and needs a boost to bring new businesses and shops into the area.</i>	None
High Street	Do not remove parking zones Trees will cost money to maintain and people are not respectful	<i>It is unclear what the objection here is as there are no plans to remove parking zones.</i>	None
High Street	Would like to continue parking outside front door. The new plan is ridiculous. Might look good on paper but it is not practical.	<i>Noted</i>	Investigate alternative parking options for residents of High Street and Craven Park Road.
High Street	New shop opening with the view of the town centre remaining as it is.	<i>No comments</i>	None
High Street	Recycling on the High Street	<i>New bins are proposed to encourage recycling in the High Street.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
High Street	There should be ??? heavy traffic allowed through High Street, Harlesden.	No comments	None
High Street	Do not alter anything in Harlesden. We do not need two way streets, we are happy with what we have.	As indicated in the Harlesden Town Charter many residents believe whilst Harlesden is a vibrant community with a lot to offer that the environment is in decline and needs a boost to bring new businesses and shops into the area.	None
High Street	We have limited parking facilities around the High Street and we will have no businesses left if modernized as we are already quiet and its difficult to pay bills. Landlord is charging a lot of rent and maybe with this plan he will be looking to increase and that means I may have to relocate.	Comments re residents parking in the High Street is noted. Experience shows that similar regeneration projects can lead to a different variety of businesses and shops coming into an area. Studies also show that businesses can see an increase in turnover of between 5 and 15%.	Investigate alternative parking options for residents of High Street and Craven Park Road.
High Street	Reducing parking areas will deter the customers from shopping in Harlesden Area.	It is acknowledged that there is a reduction in parking on the High Street. However, were parking is still available this has been dedicated for shoppers which should mean there are more spaces available. Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport rather than drive, therefore the proposals are unlikely to deter people coming into the town centre. In fact similar projects have seen shops trade increase between 5-15%	None
High Street	Told was in a car free zone and can't have a permit. Hoped these changes would be helpful for me as well, having a parking permit and also minimising the very heavy traffic.	This section of the High Street will be within the HS Zone and permits will be available for all residents of that zone. The current proposals do not allow permit parking in the High Street, although residents will be able to park in neighbouring streets.	Investigate alternative closer parking options for residents of High Street and Craven Park Road.
High Street	There should be free parking for people with shops in Harlesden High Street.	It is not possible to provide free parking for businesses in the area.	None
High Street	The problem in the High Street is double parking. The two way proposals would be dangerous and cause more traffic congestion.	CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.	None
High Street	More police on the streets	Noted	None

Road Name	Comments	Response	Recommendations
High Street	Support Option B with access to the Methodist Church in the High Street for Weddings and Funerals.	<i>Noted</i>	Investigate options for access to the Methodist Church for weddings and funerals.
High Street	Currently lives on High Road and has a small child, if has to park far away it will be more hassle whereas now I can park outside house instead of walking a mile. Reducing 'H' zone is not beneficial for respondent and others in same position. Wishes parking and zones to remain the same. It is expensive as it is, be honest that is why you want to do it, to generate more monies in the long run.	<i>Noted</i>	Investigate alternative closer parking options for residents of High Street and Craven Park Road.
High Street	There should be no change as it will affect my shop.	<i>Surveys undertaken in Harlesden have shown that over 80% of visitors to Harlesden either walked or came by public transport rather than drive, therefore the proposals are unlikely to deter people coming into the town centre. Similar projects have seen shops trade increase between 5-15%</i>	None
High Street	Would like to see how commercial vehicles are diverted or kept out of the town centre. Calming traffic makes only sense of the current traffic is not replaced with a constant traffic jam of HGVs and cars.	<i>Enforcement of the semi pedestrianized are will be using CCTV cameras. It is proposed to divert vehicles along Manor Park Road and Tavistock Road. Modelling has been undertaken to ensure that the proposals work in terms of traffic movement and do not increase congestion in the area.</i>	None
Holland Road	Please ensure disabled access to the whole area. Option B should not be considered, it will be far more expensive to re-route traffic and means part of the High Street is inaccessible to disabled people. The reason people double park is that the car park where Tesco's and Argos are is private and renowned for clamping, so people don't use it. It should be under council control via compulsory purchase and make it fair and the parking problem will be solved.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points. There is insufficient budget to purchase the private car park.</i>	Provide disabled parking bays at key points.

Road Name	Comments	Response	Recommendations
Holland Road	The council should find the cheapest way of improving the area. The council should force shop owners to stay within their selling area and stop crowding the pavements with their goods. Removal of and repair of street furniture should be an on-going job for the council. Why is there so much street clutter (unnecessary signs and guardrails) in the first place.	<i>Funds have been specifically allocated for the Harlesden Town centre improvements which includes improvements to the footways, carriageways and street furniture.</i> <i>As part of the detailed design we are investigating ways to define how far shops are permitted to extend out into the footway to enable better compliance and assist enforcement.</i>	None
Holland Road	Would like the HW zone to be sub-divided. Would also like unrestricted parking on Saturdays around Holland Road. Those near the shops need Saturday restrictions but we don't.	<i>The suggested changes to the HW Zone is outside the remit of this scheme. Comments will be referred to the parking team for consideration.</i>	Refer comments regarding changes to the HW zone to the parking team.
Holland Road	Feels strongly that option B will enhance community and trade as have similar schemes in Europe done for many years. Surprised and commend the effort put in by the community and council over both these schemes. There are very good shops on the High Street and it is so difficult to get to them to the point where you don't bother.	<i>No comments</i>	None
Holland Road	There should be sufficient meters for pay and display but not increased to extortionate rates. Share the vision of making Harlesden prosperous and positive shopping area.	<i>There are no plans as part of the scheme to increase parking charges.</i>	None
Holland Road	The existing HW zone is irrelevant to people north of Wrottesley Road, it would be better if they were included in KL. Suspect many of the residents use the shops of College Road and Kensal Green rather than Harlesden. Harlesden is an awful area which will not be improved by widening pavements and planting a few trees. Never shopped there since Marks and Spencer's closed. If McDonalds pull out the Council should have looked at why this was. The whole area re Park Parade and the High Street are awful collections of shops with no appeal. Compare it to Kensal Rise a world apart. Cosmetic improvements will have no effect and just waste money.	<i>The suggested changes to the HW Zone is outside the remit of this scheme. Comments will be referred to the parking team for consideration.</i> <i>Funds have been specifically allocated for the Harlesden Town centre improvements which includes improvements to the footways, carriageways and street furniture.</i>	Refer comments regarding changes to the HW zone to the parking team.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Holland Road	The LA consulted re the HZ zone being only Mon-Fri and was agreed through consultation but was overturned without proper explanation. If option B were to be imposed then traffic will be re-routed through minor roads which will make this hazardous for pedestrians and will have negative impact on road surfaces.	<i>It is felt that through traffic is unlikely to divert into neighbouring residential streets. However, funding has been approved for a scheme in the Nicoll Road area looking at the provision of 20mph zones and traffic calming. It is hoped that this will be implemented at a similar time to the Town Centre Regeneration Project.</i>	None
Holland Road	Waste of lots of money	<i>No comment</i>	None
Honeywood Road	Unacceptable that zone H is losing half of its area to park. Understand removing them from the centre but it does not excuse removing the surrounding areas. Would it not be fairer to amalgamate H with HS. Neither option alleviates congestion from Crownhill Road to the library where people double park. Traffic congestion could be cut in half with more diligent policing. Traders take over the pavements displaying wares which is hazardous to pedestrians. See the benefit of widening footways in certain areas such as to the left of the clock to opposite Crownhill Road however the section to the library is already excessively wide.	<i>The new Zone HA has been proposed to protect residents of these roads from people parking to access the town centre as parking is very limited. This is turn will protect residents of the smaller H Zone from others parking in the vicinity of their properties. CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area. As part of the detailed design we are investigating ways to define how far shops are permitted to extend out into the footway to enable better compliance and enforcement. It is proposed to further widen the section of footway on Craven Park Road to provide a greater public realm for residents, shoppers and other visitors to the area. This may enable events to be put on including potentially market stands.</i>	None

Road Name	Comments	Response	Recommendations
Honeywood Road	Altering the road layout for option B to two way will cause more confusion to traffic with no benefit. Container lorries will have difficulty negotiating Crownhill Road and Tavistock Road, which the buses already do. Will there be a right turn at Manor Park Road junction to high Street. Currently the traffic splits in 3 directions which results in a hold up in Park Parade, one lane will cause a major jam. In favour of increased greenery and seating as long as do not become focal points for anti social behaviour. Needs to be policed to ensure will work. HarrowWeald shopping centre had to bring back traffic because shoppers were avoiding the area. Businesses complained and new investors stayed away. Needs to be a cross box on the traffic lights at Tubbs Road/Station Road.	<i>Two way traffic flow is common place and should not cause any more confusion for pedestrians and motorists. The detailed design will take into account the transition for regular users of the route to get used to the new system.</i> <i>Modelling has been undertaken to ensure that large vehicles will be able to negotiate the Crownhill Road and Tavistock Road junctions which will be taken into account in the detailed design.</i> None	
Ilex Road	Insufficient disabled parking facility. Essential Public toilets.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i> <i>Public toilets are not proposed as part of this scheme.</i>	Provide disabled parking bays at key points.
Ilex Road	The current problem is during evening and morning rush hours. There is no easy flow of traffic. Traffic jams experienced on Station Road from Willesden junction to Craven Park Road, buses can't pass due to double parking. It needs more effective enforcement. The proposals should include Park Parade and Harlesden High Street up to the job centre.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i> <i>Unfortunately, there are insufficient funds available to further extend the scheme up Park Parade and Harlesden High Street to the job centre.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Ilex Road	Recently had similar changes (but not on same scale) in Church Road, Willesden and it has made a difference in terms of the area feeling more upmarket and not an area that seems to be down trodden and forgotten.	<i>No comments</i>	None
Inman Road	Please implement CPZ in Inman Road ASAP. It is not possible to find a place to park during the daytime (between 8:30am & 6:30pm) because all the surrounding roads are CPZs.	<i>The extension of the HY zone is due to be implemented in April 2012.</i>	None
Inman Road	You have stated in a letter last year that CPZ will be in place for Inman Road as you have the money, why is it in consultation again. Parking wardens are waiting at 6:30am each day for residents to move then at night residents have to wait in a queue to park when getting home. How much longer will residents have to wait.	<i>We are not reconsulting on the extension of the HY zone, however, for consistency we needed to include it on the plans as it is due to be implemented in April 2012.</i>	None
Inman Road	Require more signs about 'no fly tipping' and more dog bins on and off the main streets. All very well improving the High Street but what about in and around our homes.	<i>It is recommended to include the provision of dog mess bins within the detailed design.</i>	Provide dog mess bins within the town centre.
Inman Road	Harlesden would benefit from a nice pub such as The Masons Arms, Greene King, near Kensal Green. Somewhere clean, friendly with nice beer and a good atmosphere. Looks forward to the upcoming changes.	<i>No comments</i>	None

Road Name	Comments	Response	Recommendations
Jubilee Close	Residents in Nicoll Road do not want to be inconvenienced with insufficient parking if taken by shopkeepers and others. Limited permits should be issued so residents don't have problems and visitors can still find parking. 1) Please provide speed bumps in Nicoll Road to prevent increase in traffic. 2) Can there be improvements (and shops) by both train stations. 3) Can there be more car parking (e.g. small multi storey outside Tesco's). What about the disused building (which is unsightly) opposite Salvation Army.	<i>During the Nicoll Road has a lot of free parking spaces available. Many of the permits used on the High Street/Craven Park Road during the day are not present in the evenings. Therefore the majority of the displacement of vehicle is likely to only occur during the day and free up in the evening for residents of Nicoll Road.</i> <i>A separate project has recently been approved to look at options for traffic calming in Nicoll Road area.</i> <i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	None
Jubilee Close	At times its extremely difficult to park on Nicoll Road so Option B would be a nightmare for local residents that already have to pay quite a lot to park on our road.	<i>The majority of properties on Nicoll Road have off street parking for 1 or more vehicles. On site observations and traffic surveys indicate that there is normally significant capacity available on the road and therefore Nicoll Road would cope with additional parking during the day when the majority of permit holders are likely to want to park in Nicoll Road.</i>	None
Jubilee Close	Concerned about increase in vehicles on Acton Lane and especially Nicoll Road.	<i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area. It is not projected that traffic flows will increase on Acton Lane or Nicoll Road. However, funding has been approved for a scheme in the Nicoll Road area looking at the provision of 20mph zones and traffic calming. It is hoped that this will be implemented at a similar time to the Town Centre Regeneration Project.</i>	None

Road Name	Comments	Response	Recommendations
Knatchbull Road	Should maximise parking for drivers and disabled badge drivers. As a mother relies on car to get around area with children and to help elderly parents. Concerned about Option B for people with sight problems as it would be more difficult to get around safely.	<i>Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points.</i> <i>The detailed design for the semi pedestrianized area in option B has not yet been undertaken. It is still to be decided whether flush opt full height kerbs are to be used. Disability groups will be consulted with as part of the design process.</i>	None
Leghorn Road	Provision of cycle lanes is inadequate in Harlesden with both options. More cycle lanes please. Please extend CCTV enforcement to the rest of Harlesden. People litter because they think they can get away with it. People park on single and double yellow lines all along the Harrow Road and on Park Road making cycling very dangerous and crossing the roads very hazardous. Enforce the parking laws. Protect your pedestrians and cyclists.	<i>There is insufficient carriageway available to provide adequate cycle line for both directions of flow.</i> <i>There are insufficient funds available to provide CCTV enforcement throughout Harlesden.</i> <i>Additional bins are to be provided as part of the scheme to discourage littering.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None
Leghorn Road	Any improvement to the town centre will be welcomed.	<i>No comments</i>	None
Leghorn Road	If it can all be implemented it will be fantastic. More parking enforcement always welcome. Great so far, fantastic work and collaboration between residents and Brent Council. This project to upgrade Harlesden Town Centre cannot come soon enough. But we need the collaboration of the shop owners to clean up their	<i>No comments</i>	None
Leghorn Road	This is an impressive and promising study. Harlesden has unique traffic problems because the railway lines create a bottle neck which is very difficult to solve. There are only three bridges which can be used (Acton Lane, Old Oak Lane and Harrow Road/Scrubs lane) and until a new link can	<i>No comments</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Leghorn Road	Feels strongly that keeping the one way traffic system is important to free flow of traffic. Option B will hold up several junctions and this can escalate heavy traffic congestion especially at peak hours.	<i>Traffic modelling has been undertaken to ensure that both options work in terms of traffic flow, minimising the congestion in the area.</i>	None
Leghorn Road	The proposals are great, particularly Option B and it can't happen soon enough.	<i>No comments</i>	None
Leghorn Road	Harlesden deserves to improve because we are in the 21st century and there is no attractive building or street or pavement in this town. Therefore suggest coloured concrete for pavement, which makes it attractive for anybody who comes to Harlesden. Remove all obstacles, new bins like Wembley, planting lots of trees in order to change the air and reduce pollution.	<i>One of the aims of the scheme is to reduce street clutter, upgrade street furniture and provide more trees. The paving will be in keeping with that already used in Station Road, however the Town Team are investigation options for some public art to be provided in the Town Centre.</i>	None
Leghorn Road	Although not part of this consultation would like to see greater enforcement of commercial vehicles using Leghorn Road, Acona Road and Radcliffe Avenue - stop them and speeding. Traffic stopping on yellow lines at the junctions of Harrow Road and Furness Road.	<i>Unfortunately this is outside the remit of this scheme.</i>	None
Leopold Road	I can walk or jump on a bus	<i>No comments</i>	None
Leopold Road	Free parking	<i>A consultation was undertaken last year for the proposed extension of the HY CPZ zone which includes Leopold Road. Many residents find difficulties parking in the area and wanted a CPZ to be introduced to improve the situation.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Longstone Avenue	No need to change anything. By widening pedestrian areas you will make it more difficult for vehicles including buses. Do not spend public money unnecessarily while cutting down on other areas (libraries, imposing huge increases in allotment rents) etc. The best improvement for Harlesden would be more uniformed police officers present especially at night to make it safer. The consultation documents are a waste of public money.	<i>The detailed design will ensure that large vehicles will be able to manoeuvre around junctions were footways are widened.</i> <i>The majority of the funding for the scheme comes from TfLs major budgets scheme which has no bearing on the budgets for libraries etc.</i>	None
Longstone Avenue	Anything if it helps reduce traffic in this area. Neither option improves traffic flow.	<i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None
Longstone Avenue	Will extra parking be provided at a reasonable rate. The cost of parking in the car park is too high.	<i>There are no plans to provide additional car parks as part of this scheme.</i>	None
Longstone Avenue	To make Harlesden a nice place would be lovely but in view of the recession and the many cuts in vital services. Services are more important at this particular time. Services involve people and their lives and well being, so the money that would be spent could be helping people who are more important than bricks and mortar.	<i>The scheme is being funded predominately by TfLs major schemes budget which has been specifically allocated for the project and therefore cannot be used elsewhere. Some of the funds come from developer contributions which are set aside for highway works.</i>	None
Longstone Avenue	There are lots of people on the street without human condition to live. People with many dangerous dogs that leave the street in very dirty way.	<i>Provide dog mess bins throughout the town centre.</i>	Provide dog mess bins within the town centre.
Lushington Road	Option A will be as ugly as the situation is now in 5 years time. Traffic levels are the problem. B addresses that well.	<i>No comments</i>	None
Lushington Road	Even if in principle respondent prefers the pedestrian area offered by Option B respondent is concerned about making roads that are currently one-way into two way traffic, since these roads are already very congested. Therefore has chosen option A.	<i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None

Road Name	Comments	Response	Recommendations
Lushington Road	Looks great, go for it. There is no indication of barriers between the road and pedestrians. It looks much nicer open plan but is it as safe. Other than that look at the whole plan through the eyes of a cyclist before proceeding.	<i>In recent times it has been felt that guard railing has been over used. Where this is done it can have a negative effect on road safety as people will walk on the road side of the barrier because they find it too restrictive.</i> <i>Removing guard railing where is unnecessary could have positive benefits on road safety. Examples of where guard railing has been removed completely across London has not shown a negative impact on road safety.</i> <i>The available road width in Harlesden is quite restrictive, therefore it is not possible to provide lots of cycle lanes. However, during the detailed design we will ensure that cyclists are not negatively affected.</i>	None
Lushington Road	Why does Lushington Road have permits for Mon-Sat 8-6:30pm when it is not near the High Road or train station. Also Avenue is only Monday to Friday and it is around the corner.	<i>The operational times of the CPZs is outside the remit of this scheme.</i>	Refer comments regarding operational times of CPZs to the parking team for consideration.
Manor Park Road	Although Option B is the one I like, my only concern is will the residents have enough parking spaces on Manor Park Road.	<i>Currently there is shared pay and display and permit parking on Manor Park Road. It is proposed to change this to permit holders only which will free up spaces for residents.</i> <i>It is acknowledged that the new HA zone is small. It was proposed to protect the residents in close proximity to the town centre from zonal displacement from people wanting to park close to the shops. It may be feasible to provide a 'buffer zone' with neighbouring streets which will permit holders of HA to park in the neighbouring streets within the HW zone but not permit residents of the HW zone to park within the HA zone. This will allow for some additional parking for residents and visitors of the HA zone.</i>	Investigate the provision of a buffer zone for residents of the HA zone in the neighbouring streets within HW zone.

Road Name	Comments	Response	Recommendations
Manor Park Road	The HA Zone is far too small in area it's the same as formally H Zone. Regularly has difficulty parking. Please incorporate part of the bigger HW Zone. The pavements on most of the streets need repairing. Need more street bins, better lighting in some areas of the High Street. Dog fouling is also a problem in some areas. The double parking on High Street and Craven Park Road causes lots of congestion.	Currently there is shared pay and display and permit parking on Manor Park Road. It is proposed to change this to permit holders only which will free up spaces for residents only. It is acknowledged that the new HA zone is small. It was proposed to protect the residents in close proximity to the town centre from zonal displacement from people wanting to park close to the shops. It may be feasible to provide a 'buffer zone' with neighbouring streets which will permit holders of HA to park in the neighbouring streets within the HW zone but not permit residents of the HW zone to park within the HA zone. This will allow for some additional parking for residents and visitors of the HA zone. As part of the scheme it is proposed to resurface footways and carriageway, provide more bins and improve street lighting. CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.	Investigate the provision of a buffer zone for residents of the HA zone in the neighbouring streets within HW zone.
Manor Park Road	There always seems to be a lot of double parking on the mentioned streets.	CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.	None
Manor Park Road	The junction between Manor Park Road and Craven Park Road is extremely dangerous when driving. Traffic lights are phased so that the traffic turning onto Manor Park Road from both North and South turn at the same time.	The traffic signals will be programmed to improve safety at this junction.	None
Manor Park Road	By having trees and plants will be more welcoming to the citizens of Harlesden and it will make the community more environmentally friendly.	No comments	None

Road Name	Comments	Response	Recommendations
Manor Park Road	Do not wish to pay any increased charges for parking and would like free parking available on Sundays to help give the community a sense of family time. Would like all bus stops to be placed outside shops and public buildings not residential properties. Do not wish to pay for any changes with Council Tax. Greater opportunities for younger people. Community projects where they can earn their pocket money. Do not want any street parties. Greater opportunities for old and young to communicate in community activities. Local businesses to be made responsible for more recycling and keeping pavements clear.	<i>There are no proposals as part of this scheme to increase parking charges.</i> <i>Parking charges are outside the remit of this scheme.</i> <i>The bus stops on Manor Park Road have been moved away from the cross roads to assist with traffic movements.</i> <i>The scheme is predominately by Transport for London's major schemes budget which has been specifically allocated for the project. The remaining funding will come from developer contributions.</i> <i>The town team are working on projects to provide more community activities.</i>	Refer comments regarding parking charges to the parking team.
Manor Park Road	Doesn't own a car.	<i>No comments</i>	None
Manor Park Road	Parking at the Salvation Army currently requires reversing on to. This is made easier by being one way and at the end of the bus lane. Under Option B Manor Park Road becomes two way and the bus stops etc. moves. Can we request a drive way is built in the plan i.e. a dropped kerb to enable access to the frontage. This would enable one direction parking and not hold up traffic or buses.	<i>Noted</i>	Investigate providing access to the Salvation Army parking area off the carriageway.
Manor Park Road	Don't own a car and often use car club and therefore don't have a residents permit. With new arrangements we won't be able to park on our street anymore as it will no longer offer pay and display.	<i>Car club bays should be parked for longer periods in the car club bays. Loading/unloading is permitted in permit holder bays and therefore it will be possible to load/unload a car club vehicle prior to returning it to its dedicated bay,</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Marian Way	Concern is people from other area parking in Marian Way	<i>There are currently no parking restriction in Marian Way meaning anyone can park there without restriction. The proposed CPZ which is due to be implemented in April 2012 will restrict parking to those with permits from the HY Zone.</i>	None
Marian Way	Very much concerned as the prices for parking are horrendous especially the private parking for Tesco, Argos and other shops. Have you thought about that? This will effect the way 2 save shop but it will also effect us as the customers of that shop.	<i>There are no proposals to increase parking charges as part of this scheme.</i>	None
Marian Way	Good idea, anything to help the traffic flow in Harlesden. Why has it taken so long to put this plan into place.	<i>No comments</i>	None
Marian Way	Any improvements are better than none. Plus the roads are very congested around the Jubilee clock at all times so something needs to be changed. Hopefully the atrocious double parking down Harlesden High Street can be sorted.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None
Marian Way	People double park and just put hazard lights on as if it makes them invisible not enough traffic enforcement.	<i>CCTV camera enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Minet Avenue	Would like to make this secure because roads are narrow that's why prefer Option B because roads should be wide and easy.	<i>Having spoken to this respondent directly, they are referring to the footways as opposed to the carriageways as suggested in the response. The wording is as a result of a language barrier.</i>	None
Minet Avenue	Roads are too narrow and like Option B as they are wider and more option to walk.	<i>Having spoken to this respondent directly, they are referring to the footways as opposed to the carriageways as suggested in the response. The wording is as a result of a language barrier.(respondent related to the above respondent)</i>	None

Road Name	Comments	Response	Recommendations
Minet Avenue	Big problem is double parking on east/west run of High Street, sometimes on both sides. So although Option B has a nice idea of reducing cars on N/S run of High Street. Making the E/W section 2 way would be disastrous (given the uncontrolled double parking which reduces exiting 2-3 lanes to one much of the time). If you could find a way of controlling this problem that would be good. Reducing shoppers parking/loading bays would make problems worse, double parking suggests there is not sufficient parking for shoppers at presents. Turning the Tesco's car park into a free (or very cheap) car park would help. Strongly welcome these upgrade proposals.	<i>The double parking is as a result of long term parking occurring, predominately by shop owners. This fills the bays during the day blocking up spaces for shoppers. The proposals will remove this long term parking making more space for short term parking and shoppers as well as deliveries.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i> <i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	None
Minet Avenue	Main concern about the existing parking arrangements for the High Street is enforcement. The side streets and car parks are patrolled and regulation enforced but the High Street seems a free for all with no regulation. Believes both will fail unless the car parking rules, whatever they may be are enforced. Option B with its additional complication of a time restriction would just be ignored as the parking restrictions along the High Street are ignored now. Option A looks attractive but without parking officers prepared to confront illegal parking in the High Street I can see that option blighted with inconsiderate parking. Opposed to the provision of benches.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i> <i>In Option B CCTV cameras are also proposed for the enforcement of the motor vehicle prohibition on the High Street.</i>	None

Road Name	Comments	Response	Recommendations
Minet Avenue	Parking on Minet Avenue is satisfactory, please don't change it. Concerned about people who want to do some walking, the pavements are uneven with dangerous slabs everywhere. The amount of animal excrement has increased 100% recently as has the amount of litter dumped on pavements. Consideration should be given to how to manage these problems, improving the High Street is welcomed but please give some consideration to the private roads.	<i>There are no plans to change the parking in Minet Avenue.</i> <i>The scheme includes resurfacing of footways throughout the town centre as well as looking at the dumping of waste etc. Unfortunately, there are insufficient funds as part of this scheme to extend the maintenance works beyond the town centre. However, funding has been approved for other projects in the area including roads within the HS zone.</i>	None
Minet Avenue	Don't understand why Harlesden appears to be the only borough where double parking occurs. It seems enforcement officers are scared of the drivers.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None
Minet Avenue	Happy with the changes proposed especially wider parking zones because it is not easy to do shopping in Harlesden. Will be really happy if the road consultation will still allow motorists to function. Hope there will be less traffic in the area. Thank you for having this thoughts god bless you.	<i>No comments</i>	None
Minet Avenue	Would like to see some improvements in the area (long term). Concerned that other traffic would go onto our roads and be used as through roads.	<i>Minet Avenue does not provide a direct link to anywhere and therefore is unlikely to be used as a rat run.</i>	None
Minet Avenue	Far too expensive for visitors pay and display. Saturday parking should be free. Option B theoretically will be great but wonder how this will affect the already awful traffic jam issues that Harlesden has. Concerned that the pedestrianized area could be taken over by undesirable types. There is a complete lack of care when it comes to litter/dumping and cleaning up dog mess in Harlesden.	<i>Parking charges is outside the remit of this scheme.</i> <i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i> <i>The aim of the pedestrianized area is to provide a better environment for all users. There is no evidence that it will encourage an increase in undesirables, but rather an increase in all people using the area.</i>	Refer comments regarding parking charges to the parking team.

Road Name	Comments	Response	Recommendations
Minet Avenue	Would be great if pedestrianisation of that part of the High Street lead to more cafes , outdoor seating in Summer and Farmers markets and weekends.	<i>No comments</i>	None
Minet Gardens	The current traffic system through Harlesden cannot remain. Option A - basically a waste of money adding a few insignificant cosmetic adjustments. Option B - Just get on with it! You know it makes sense. Just provide at least 3 times the number of trees you eventually plant.	<i>No comments</i>	None
Minet Gardens	Main thing to improve the town centre is to reduce the huge amount of lorries and trucks driving through the town centre.	<i>It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years</i>	None
Monson Road	Smooth traffic flow is the most important. The current arrangement does not work well. If plan B works better all for it.	<i>No comments</i>	None
Monson Road	Make sure that High Street is free flowing, no double parking.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Mordaunt Road	Every Mon to Fri there are so many car drivers who used to park their cars in one way, on the corner of Farm Road and Mordaunt Road and take a short cut to pass going to Shakespeare Close especially at rush hour. They drive so fast.	No comments	None
Mordaunt Road	Not enough carbon capture i.e. tree planting	Additional trees are proposed to be implemented throughout the town centre as part of this scheme.	None
Mordaunt Road	Don't see how questions 7-10 have any bearing on improving Harlesden Town Centre as they don't give a true answer i.e. Question 9. Unless there is another motive and nothing to do with Harlesden Town Centre.	No comments	None
New Crescent Yard	The 'works' in your illustration are non-existent. This is New Crescent Yard (NW10 8SJ) behind our lady of Willesden Church where I live.	No comments	None
New Crescent Yard	To ensure local residents can still purchase permits for traders and visitors as and when required.	Residents will be able to obtain permits for visitors and traders as they currently do.	None
Nicoll Road	Very concerned about traffic density increase on Nicoll Road resulting from the proposed changes which should be minimised at cost.	It is not projected that traffic flow will be significantly affected in Nicoll Road. However, it is of note that a separate scheme has been approved for proposed traffic calming in Nicoll Road and the surrounding area which should counteract any problems if they do occur.	None
Nicoll Road	Charge is too much money and not a lot of space for parking.	Parking charges are outside the remit of this scheme.	None
Nicoll Road	Respondent is elderly (retired) and often receives visits from children, but they cannot buy permits for everyone.	Visitors permits can be obtained on line or at Pyramid House, Wembley or Walm Lane, Willesden.- Check to see if this person has a driveway??	None
Nicoll Road	Possibility of using lane behind shops from library back towards Jubilee Clock for deliveries. Seats around trees made in 2 pieces bolted together around tree. Legs missing roots will cover pavement movement due to roots close to the trees.	No comments	None
Nicoll Road	People continue to park across garages/drives which need enforcement.	Refer to the enforcement team.	Refer to the enforcement team

Road Name	Comments	Response	Recommendations
Nicoll Road	Doesn't have a car so parking is not an issue. Traffic is an issue in the Town Centre. Traffic jams are increased at weekends due to double parking on High Street. Option B would increase traffic in Nicoll Road. The improved pavements, street furniture will make the town look better. It's a shame nothing can be done about the buildings.	<i>It is not projected that traffic flow will be significantly affected in Nicoll Road. However, it is of note that a separate scheme has been approved for proposed traffic calming in Nicoll Road and the surrounding area which should counteract any problems if they do occur.</i>	None
Nicoll Road	Concerned about traffic density on Nicoll Road resulting from the proposals which should be minimised at all cost.	<i>It is not projected that traffic flow will be significantly affected in Nicoll Road. However, it is of note that a separate scheme has been approved for proposed traffic calming in Nicoll Road and the surrounding area which should counteract any problems if they do occur.</i>	None
Nicoll Road	Both options propose Pay and Display outside 2 Library Parade which is a mini cab office. The waiting cabs currently park in front of the office are likely to move to the car park at the rear of the property which has a narrow access road between Oaklands Court and 14 Nicoll Road. If they use this during the day they will at night, with all the associated traffic noise and people coming and going and gathering in the car park. The residents have fought to have quiet days and undisturbed night. Neither plans include cycle paths. Cyclist currently use pavements on Craven Park Road and the High Street against traffic flow. Two way cycle paths would be safer. The combination of buses/cyclists and pedestrians in the shared space will be frightening particularly for visually impaired, slow moving and pushing a wheel chair.	<i>The existing parking restrictions outside Library Parade consist of permit holders and pay and display. Changing to pay and display only does not affect the usage by the taxi firm.</i> <i>There is insufficient carriageway available to provide adequate cycle line for both directions of flow.</i> <i>There will be significantly less traffic in the semi pedestrianized area which actually improve things for pedestrians. The decision about whether to implement a flush surface in this area has not yet been made.</i>	None

Road Name	Comments	Response	Recommendations
Nicoll Road	On Option B traffic from Willesden junction is likely to divert up Nicoll Road, there are already queues in rush hour here on occasion. The road outside Oakland and Nicoll Court is hazardous for all. Respondent has witnessed many accidents over the years. The situation was improved with the introduction of the CPZ, the proposed increase in parking would be a retrograde step.	<i>It is not projected that traffic flow will be significantly affected in Nicoll Road. However, it is of note that a separate scheme has been approved for proposed traffic calming in Nicoll Road and the surrounding area which should counteract any problems if they do occur.</i>	
Nicoll Road	Motorists tend to use Nicoll Road as soon as the High Street gets busy. Fears that as soon as these new changes are brought in Nicoll Road will be even busier.	<i>It is not projected that traffic flow will be significantly affected in Nicoll Road. However, it is of note that a separate scheme has been approved for proposed traffic calming in Nicoll Road and the surrounding area which should counteract any problems if they do occur.</i>	None
Nicoll Road	The hours of operation could be less e.g. 9-5 and still prevent long term parking. Lack of enforcement of parking on double yellow lines and pavements. Can we have traffic calming measures to prevent excessive speed/danger and rat running.	<i>Hours of operation of the CPZ are outside the remit of this scheme. CCTV cameras are proposed for the enforcement of illegal parking activities including double parking in the town centre. It is not projected that traffic flow will be significantly affected in Nicoll Road. However, it is of note that a separate scheme has been approved for proposed traffic calming in Nicoll Road and the surrounding area which should counteract any problems if they do occur.</i>	Refer comments regarding the hours of operation to the parking team.
Nicoll Road	Enforcement will be needed to stop pavement parking. Maintenance of the new quality scheme will need better supervision of roadworks and keep same materials in stock.	<i>CCTV cameras are proposed for the enforcement of illegal parking activities including double parking in the town centre.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Nightingale Road	Parking fine, parking permits is too high, you jump from £50 to the new price without the chance to challenge it.	<i>Pricing of parking permits and parking fines is outside the remit for this scheme.</i>	Refer to the parking team for consideration
Nightingale Road	Thinks this is a brilliant idea and great for the area. Additional suggestions include: Continue the development of the footpaths down Harlesden High Road. Increase street cleaning as Buckingham and Nightingale Road collect a lot of rubbish by Sunday. Improve security in area as has experienced altercations on regular occasions, once including a gun incident on Furness Road.	<i>There are insufficient funds available to further extend the limits of the scheme. We are working with the waste/street cleansing teams with a view to improving the situation in Harlesden. Comments regarding security noted</i>	Investigate the combination of the CCTV enforcement cameras and security.
Nightingale Road	One arrangement for parking trees planting special design planning. Design and branches shops design carefully. Arranged parking cars. Trees planting tree arrangement design seat of branches of pavements. Shops design orange??	<i>No comments</i>	None
Nightingale Road	Loading bays should be restricted for goods vehicles only because other drivers use these bays as parking spaces for almost 2 hours.	<i>Loading bays are opening to all vehicles making deliveries, however it would be possible to put time limits on the bays to prevent long term parking.</i>	Consider the provision of time limits on the loading bays.
Nightingale Road	Looks like a very good improvement to what Harlesden has at the moment. Good Work. Would like to suggest posters prohibiting spitting, littering and dog fouling.	<i>No comments</i>	None

Road Name	Comments	Response	Recommendations
Nightingale Road	Object to plans to reduce the central zone into 3-4 parts and reduction in size of H Zone. Brent can make more money out of drivers who have already seen their parking go up 50% in some cases. Concerned that will not be able to park in the High Street. At night only feel safe driving to the High Street. Existing CCTV does not stop undesirables approaching people. Harlesden can be very intimidation at night.	<i>It is not uncommon to have multiple smaller controlled parking zones in an area as this prevents inter-zonal movements which can result in residents not being able to park in or near their own streets. For instance those living near the town centre may find that people from further afield would use their permits to park closer to the town centre preventing the local residents from finding a space.</i> <i>There are no plans to increase CPZ fees as part of this scheme.</i> <i>Restrictions in the parking bays will be lifted at 18:30 to enable people to park unrestricted in the evenings.</i>	None
Nightingale Road	The reduced size of the H Zone is unwarranted and therefore as a resident of the zone have rejected both options. How would you like to pay more for using less? CPZ boundary changes are unfair.	<i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only.</i> <i>The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space.</i> <i>Surveys undertaken within the area indicated that there was already some spare capacity.</i>	None
Nightingale Road	Object to changes to parking of the 'H' CPZ. It is unfair for the H zone to be sliced into a small corner of Harlesden whilst other zones can park in a much wider area. Would support these proposals if the H zone is kept and parking provisions in the High Street. NO to the proposals as they stand.	<i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only.</i> <i>The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space.</i> <i>Surveys undertaken within the area indicated that there was already some spare capacity.</i>	None

Road Name	Comments	Response	Recommendations
Nightingale Road	As a disabled wheelchair user will no longer be able to go into High Street and get hair cut or eat in restaurants and takeaways. Often park at the top of Nicoll Road in H Zone and never have a problem parking, probably because ethos is close to the HS zone and these residents cannot park there. This makes it easier for residents of Craven Park Road etc. in H Zone to find parking places. Changing this to HS zone will mean more people can park their filling up the spaces. The significant reduction in size of H Zone is unfair. It has always been considered the central area and being able to park freely in a wide area is a trade off for the problems with living in a central area. Often have to park further afield in the evenings due to lack of space.	<i>If the respondent has a disabled badge they will still be able to park in any zone without restriction.</i> <i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only.</i> <i>The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space.</i> <i>Surveys undertaken within the area indicated that there was already some spare capacity. .</i>	None
Nightingale Road	Agree that some boundaries may need tweaking. Perhaps provide more residents only bays, longer hours on Sundays for Manor Park Road. Question method of consultation and how attempted to reach the hard to reach parts of the community. Would of liked the consultation in the summer months using outdoor spaces to attract the attention of the community when people more likely to venture out.	<i>All the bays on Manor Park Road are proposed to be permit holders only. The hours of operation are outside the remit of this scheme, however it should be noted that a number of respondents would prefer to see reduced hours than extended hours.</i> <i>The consultation has gone beyond the statutory consultation process. The timings of the consultation have been such to ensure that implementation can start early 2013.</i>	None
Norfolk Road	There was a robbery in broad daylight around 2:30 noon in December 2011. More CCTV is required especially in this road because it's a quiet road and there are drugs being easily handed to each other.	<i>There are insufficient funds available to provide CCTV in residential streets throughout the area.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Odessa Road	Would also like the traffic lights to be brought about by Willesden junction on the corner of Furness Road as it is a too dangerous crossing. Would like the crossing to have a yellow box so buses/lorries/cars can't block the crossing. This is a regular occurrence at peak commuting times. Also coming from Harrow Road turning right into Furness there should be a filter light. Also as you pass through the lights into Harlesden outside Frisal hair salon should be red lines for several cars to keep traffic flowing.	<i>The junction of Furness Road is outside the limits of this scheme, however it is recommended to refer these comments to the appropriate team for future consideration.</i>	Refer comments regarding the junction of Furness Road for future consideration.
Odessa Road	Parking should not be permitted at all in the High Street or else the two way flow of cars will constantly be disrupted by cars pulling in and out. It should be a red route, loading only at certain times. This will keep the flow of traffic steady and through the town centre.	<i>No waiting or loading (except in the one permitted bay) is permitted on the two way section of the High Street in Option B.</i>	None
Odessa Road	Too dear in the Tesco's car park. Too much of a bottle neck on Option B	<i>The cost of parking in the Plaza car park is outside the remit of this scheme. Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None
Odessa Road	Front garden parking should only be allowed in exceptional circumstances as it leads to a reduction in overall parking for residents of the street. It has an environmental cost, the water runs away (possible flooding) and it prevents water absorption (when garden is concreted).	<i>The issue of parking on front gardens is outside the remit of this scheme.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Oldfield Road	Suggest that a multi storey car park on the existing car park on Tavistock Road to accommodate any displaced parking should be built. This will help shop keepers in the High Street and create employment objections to Controlled zone coming to outside the High Street and non commercial areas. e.g. Oldfield Road.	<i>The land on which the existing car park is located is not owned by the Council. The landowner has leased it to a car park firm who manage the site.</i>	None
Oldfield Road	The shared space i.e. no vehicular access will be a welcome addition to Harlesden Town centre. Would prefer not to have any parking bays on Harlesden High Street, only loading bays to create a safer environment and more pleasant High Street.	<i>It is not proposed to provide parking bays on the High Street in Option B.</i>	None
Oldfield Road	Need CCTV all around to enforce safe and security for residents.	<i>The CCTV proposed as part of the scheme is for enforcement of parking restrictions and in Option B the prohibition of motor vehicles on the High Street.</i>	None
Oldfield Road	Stop all the deliveries after 8am in the morning so as to stop congestion in shopping areas and also to reduce daytime traffic.	<i>It is proposed to restrict loading bays to 10am - 4pm.</i>	None
Outgate Road	Reduce footpath size, its too wide there no space for cars to circulate properly and open emergency exits not make service to keep them close. The traffic will flow better on secondary roads.	<i>Existing footways in Harlesden are cluttered, there are bus stops located throughout the town and traders are permitted to show their wares on the street which further reduces footway widths. Therefore it would be detrimental to the safety of pedestrians to further reduce footway widths.</i>	None
Outgate Road	The footpaths are already too wide in such a small place. Should be more car parks to take cars outside road lines and open the emergency exit gate to allow the flow of traffic on secondary roads. Extend HY Zone to right side of Park Parade and Harlesden Road. (Plan provided)	<i>Existing footways in Harlesden are cluttered, there are bus stops located throughout the town and traders are permitted to show their wares on the street which further reduces footway widths. Therefore it would be detrimental to the safety of pedestrians to further reduce footway widths. The extension of the HY Zone is outside the remit of this scheme, the comments will be referred to the parking team for consideration.</i>	Refer the comment regarding the extension to the HY Zone to the parking team.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Palermo Road	The inadequate enforcement of current parking restrictions has long been an issue in the area, consequently parking behaviour has become worse and worse. The double yellow lines on the section of Harrow Road between Furness Road and Tubbs Road for example nearly always have vehicles parked on them causing delays and congestion at peak times. This causes motorists to frequently jump the lights at the Harrow Road/Furness Road junction, putting pedestrians who are using the crossing at great risk. Respondent has complained many times about the lack of enforcement to no avail. Concerned that this inability to enforce parking restrictions will impede the success of these plans. Please stop allowing people with disabled permits to park in residents parking bays, this is unfair on residents who have to pay to park but unable to do so because someone from leads or whoever is using a disabled badge outside your house. The disabled permit/badge system is widely abused.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i> <i>Jumping traffic signals is a matter of enforcement and will be referred to the traffic signals team for consideration.</i>	Refer the issue of vehicles jumping lights at the Furness Road/Harrow Road junction to the traffic signals team.
Palermo Road	Concerned for parking because soon they are closing the place where you buy your book for parking when you get friend or family visit.	<i>Visitors permits can be obtained on line or at Pyramid House, Wembley or Walm Lane, Willesden</i>	None
Palermo Road	Would be nice if you could make our area a safer place with less vandals and burglars. With more green areas, parks and open spaces is safer and lovely for the environment, is beautiful for adults, elderly and children. But for some others will be a place they can get drugs to consume.	<i>No comments</i>	None
Palermo Road	Double parking is only issue in Harlesden	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Palermo Road	Where would traffic go in the areas where pedestrians/busses/cyclists have priority. The problem on the High Street moves to those areas just outside the proposal area. These areas already suffer from bottleneck problems, basically it shifts the problems elsewhere. Not convinced that extra parking would accommodate the permit holders from Craven Park Road and High Street. Again sometimes difficult enough already even with a permit.	<i>Vehicles will be diverted along Manor Park Road and Tavistock Road.</i>	None
Palermo Road	Prefer Mon - Fri 11am to 1pm parking restrictions only. This will serve the purpose of preventing non residents parking all day and going to work on the underground and allow shoppers to park closer throughout the day.	<i>The issue of operational times of the CPZs is outside the remit of this scheme.</i>	Refer the comment regarding operation times of the CPZs to the parking team for consideration.
Palermo Road	Hopes residents will have enough spaces to park with all the zone changes that are being proposed in certain areas. Will be pleased to see a new look for Harlesden High Street. It will improve everything greatly and bring more shoppers to Harlesden. Prefer Option B	<i>No comments</i>	None
Park Parade	If you get extra parking area it won't affect the parking problem.	<i>No comments</i>	None
Park Parade	Make parking area for more cars	<i>Provision of additional car parks is outside the remit of this scheme.</i>	None
Park Parade	Clamp down on double parking that stop free flowing traffic through Harlesden Town.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which will also improve traffic movement around the area.</i>	None
Park Parade	Concerned about taking the buses to work in the morning. Hope that the buses remain not far from Park Parade. Harlesden seems to be a dangerous place especially at weekends when people leave clubs and are drunk in the streets. They usually stay at the main road or near Iceland as there is a club on top of that building. It is usually scary to get out and go to work at the weekend so need cameras in all Harlesden.	<i>The majority of bus stops will essentially remain in the same place. In Option B there will be an additional bus stop opposite Buckingham Road.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Park Road	You could make even more restricted vehicle use roads.	<i>Uncertain what is meant by this comment</i>	None
Park Road	Option B will greatly improve Harlesden centre and create a much better space for it's residents. However, the scheme has apparently completely overlooked the issue of the huge numbers of trucks, lorries and HGV vehicles which turn Harlesden into a motorway in the daytime. Harlesden is perfectly situated as a cut thru from both the North Circular and A40 for all HGV traffic. If you were to restrict or divert these vehicles it would have a greater affect on the local community than the plans you propose.	<i>It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham (LBHF) and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years. Brent will continue to work with LBHF and LoBEG to bring the project forward as quickly as possible</i>	None
Park Road	The plans stop about 50 metres up Park Parade, but surely the shops/road there are part of the Harlesden experience. A system is only as good as it's weakest point, and if there is cars parked illegally there, then it could slow down the whole system going in and out. Why haven't the old public lavatories on Park Parade about 60 metres up the road been flattened and turned into parking spaces even temporary. It has been sitting there for ages now and presumably the council can close libraries and sports centres, but they could have sold this on ages ago if they had no budget to do anything with. Happy that rubbish bins/ recycling bins and CCTV are included in the project, but again if Park Parade is not included, it its going to be the poor relation in the borough!	<i>Unfortunately there are insufficient funds to extend the scheme up Park Parade. The public toilets on Park Parade are outside the remit for this scheme.</i>	None
Park Road	There should be no parking on the High Street or on Craven Park. Been waiting along time for a proper facelift. Want it to look like other High Streets such as Brixton. Welcome anything to make it look wonderful.	<i>No comments</i>	None
Park Road	Traffic and parking is a big problem in Harlesden and the cost of parking in car parks should be reduced to encourage more shoppers to travel here for the local businesses.	<i>The car park is not owned by the council and therefore setting of the parking charges are outside its control.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Radcliffe Avenue	Concerned about the long expensive road works in the area.	<i>Every effort will be made to minimise the disruption during the works.</i>	None
Radcliffe Avenue	Please can the wider footways be extended to my street and the street surrounding. The current pathways are not safe for prams.	<i>Unfortunately, there are insufficient funds available to maintain all the surrounding streets as part of this scheme.</i>	None
Radcliffe Avenue	Of the two proposals, option B is significantly preferable as Harlesden town centre would benefit most from being no longer simply a place that cars race through. Suggest making the area where motor vehicles are excluded as welcoming an area as possible for pedestrians and in doing so make it as appetising as possible for new shops/cafes/restaurants who might not previously have considered Harlesden.	<i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None
Ranelagh Road	Traffic control in Station Road should be improved. Vehicles moving at speed at all hours.	<i>The works in Station Road are nearly complete, the narrowing of the carriageway as part of this scheme should assist with the reduction in traffic speeds.</i>	None

Road Name	Comments	Response	Recommendations
Redfern Road	1) Allow overlap of HA into HW and H into HS. 2) Open closed roads - Harley Road, Minet Avenue and Leghorn Avenue (1 way) enabling Rucklidge Avenue to be one-way also. 3) Make Nicoll Road two-way to ease way to park in HS.	Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only. The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space. The majority of bays within HA zone will be made permit holder only meaning there will be less demand by non resident for these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone. However the concerns about the size of the HA zone are noted, and as some of the adjoining streets within HW have spare capacity it is proposed to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads. Opening up of the roads mentioned is outside the remit of the scheme. A separate scheme due to be implemented around the same time is looking at 20mph zones and traffic calming in the area of Nicoll Road, opening the northern end of Nicoll Road could be considered as part of this scheme. The widening of footways in Craven Park Road increases public realm areas, the possibility of provision of markets and narrower carriageways reducing likelihood of double parking etc.	Provide a buffer zone for residents of the HA zone within the neighbouring streets in the HW zone.

Road Name	Comments	Response	Recommendations
Redfern Road	4) Narrowing of carriageway of Craven Park could be excessive for aesthetic proportions. 5) Increasing number of loading bays ok if cars permitted to use them in short term. 6) Reduce permit holder only hours and/or increase low cost, Pay & Display in areas of HS, HY, HW to encourage park and walk. There is a lot of daytime capacity. 7) Improve Wendover Road car park. 8) Make areas of Longstone Avenue Pay and Display for Roundwood Park. 9) Ensure paving stones are protection treated before being laid.	<i>Dedicated loading bays are proposed to ensure there is available space for this activity. Due to current parking practices many vehicles loading/unloading are double parking.</i> <i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i> <i>Improvements to Wendover Road car park is outside the remit of this scheme.</i> <i>Changing bays in Longston Avenue to Pay and display is outside the remit of this scheme. Comments will be referred to the parking team.</i> <i>Options to ensure that the paving slabs are treated prior to being laid will be investigated as part of the detailed design.</i>	Consider opening up Nicoll Road as part of the separate scheme. Refer comments regarding operational times and charges to the parking team.
Redfern Road	Because Redfern Road is unrestricted residents from adjoining roads park there. There is also a problem of households parking several cars and large vehicles. Can have difficulty parking near house and spend ages driving around trying to find a space. One disabled bay no longer has a disabled resident, therefore wasting space.	<i>Changes to parking restrictions in Redfern Road is not being proposed as part of this scheme however comments will be referred to the parking team for consideration.</i> <i>Refer the issue of the redundant disabled bay to the parking team.</i>	Refer all comments regarding parking issues in Redfern Road to the parking team.

Road Name	Comments	Response	Recommendations
Ridley Road	Main concern is that people will still be double parking and causing congestion around this area. If this happens then the streets (especially along Manor Park Road) will be even more congested with it being 2-way traffic. From observations and experience traffic wardens in Brent spend most of their time in quiet residential areas and not on the main highway. Otherwise looks very promising.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None
Ridley Road	Cycling on the pavements Double parking on Craven Park Road even Saturday night after 7pm. Manor Park Road will need to be dug up and replaced with a stronger base as the road is breaking up. The pavements from High Street to Tavistock Road is in need of repair as it was not done right before.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i> <i>The carriageway and footways throughout the town centre are to be resurfaced as part of the scheme.</i>	None
Ridley Road	Option B - Would like to see the large tree kept (situated next to the clock) for me that tree is as much as a landmark as the clock. Please please reduce the amount of signs in Harlesden & redirect lorries and goods vehicles away from Harlesden. There are other ways to Park royal e.g. by car ???etc.	<i>New tree are proposed to be introduced throughout the town centre. Consideration can be given to retaining the existing tree.</i> <i>It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years.</i> <i>Traffic modelling which includes taking into consideration existing and projected HGV movement has been undertaken to ensure that the scheme works in terms of traffic flow.</i>	Consider retaining the existing tree adjacent to the Jubilee clock.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Ridley Road	Many cars double park on High Street impeding traffic flow. More parking bays needed. Cheap and affordable for local population.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i> <i>Whilst the number of parking bays in the town centre has been reduced it is proposed that they are dedicated to shoppers and deliveries which will prevent long term permit holder and illegal parking which should free up more spaces.</i> <i>Pricing of parking is outside the remit of this scheme but will be referred to the parking team.</i>	Refer comments regarding charges to the parking team.
Ridley Road	Living in Harlesden for over 40 years and it is time for it to be improved.	<i>No comments</i>	None
Ridley Road	Street parking in Brent is more expensive than Westfield. The sliding scale of charges discriminates against families and larger scale shopping trips. 24hr enforcement of Harlesden Plaza adds to congestion on High Street. Why can't it be 8-7pm or so.	<i>The pricing of on street parking is outside the remit of this scheme.</i> <i>The car park is not owned by the council and therefore outside the remit of the scheme. It remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	Refer comments re street parking to the parking team for consideration.

Road Name	Comments	Response	Recommendations
Ridley Road	Concerned with Option A: Increase traffic increase journey from Station Road, Parkway. Increasing paving areas and street furniture will encourage vandalism, loitering, provide drinkers and pot smokers with better seating, offer greater space for kids to hang out and cause trouble. Spend the money on keeping libraries open, provide activities and facilities to occupy and educate the youth. Maybe proposed Option A could work. With Option B provide recycling bins and increase plantation spots.	<i>There is no evidence in other areas that increased seating will encourage more undesirables into an area. Combined with regeneration of an area however it may encourage more use by the local residents, shoppers etc. Investigate greater enforcement.</i> <i>The scheme is being funded predominately by Transport for London's major schemes budget which has been specifically allocated for the project. The remaining funds will come from developer contributions. This is a separate budget from libraries.</i>	Investigate greater enforcement of unsociable behaviour on street.
Roundwood Road	Each person should have their own reserved parking place, and not park in other peoples places. But thank god in our area everybody uses their own parking which is good.	<i>It is not possible to reserve parking places for specific properties on the public highway.</i>	None
Roundwood Road	1) Annoyed at having to pay to park and previous extensions to CPZ. There is no need for it outside cemetery as the roadside is nearly empty. 2) There should be free 15-30min parking to encourage people to stop, shop and go. 3)It is logistically possible to divert all traffic as proposed in Option B. 4) Please tidy up the end of Roundwood Road, it is a disgrace in terms of litter and presentation.	<i>The extension of the HY zone was previously consulted on and is due to be implemented in April 2012.</i> <i>Traffic modelling has been undertaken to ensure both options work in terms of traffic flow.</i> <i>Refer the issue of littering in Roundwood Road to the Street Care team.</i>	Refer the issue of littering on Roundwood Road to the street care team.
Roundwood Road	Parking is a real issue. Stop making paid zones when unnecessary. It just seems an opportunity to make money. When we reject a zone change its just requested until you win. Its an abuse of power. There is no need for the new HY zone. In the new shopping centre area the parking restrictions will need to be enforced vigorously, otherwise the whole area will grind to a halt. Double parking especially outside blue mountain blocks the whole one way system. This will need to be stopped.	<i>The extension of the HY zone was previously consulted on and is due to be implemented in April 2012.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None

Road Name	Comments	Response	Recommendations
Roundwood Road	Concerned about lack of parking. The parks are not secure of dogs. Children are threatened by teen gangs.	<i>Whilst the number of parking bays in the town centre has been reduced it is proposed that they are dedicated to shoppers and deliveries which will prevent long term permit holder and illegal parking which should free up more spaces.</i>	None
Roundwood Road	B would be best but it will be hard to enforce the 'no car' rule given the prevailing disregard for parking and traffic rules in the locality which are acknowledged in this document. Support is mainly for CPZ in Roundwood Road because of the current parking problems.	<i>The prohibition of vehicles in the High Street in option B will be enforced by CCTV cameras.</i>	None
Roundwood Road	The proposed plans Option A and B are extremely poor. Both plans look at making the roads narrower and footways wider. The current footways have never been crowded, so this is unnecessary. Both options show that Harlesden High Street (in front of Iceland) will be made into a single lane, when going in the eastbound direction. This will result in major traffic congestion at peak times as this stretch of road is already quite busy. Even with the current two lanes in the eastbound direction. Both proposals result in a loss of parking on the High Street. This area has a lot of small retail shops, the loss of parking will have a dramatic affect on those businesses as currently a lot of people use the 'Pay & Display' parking in this area to pop into the shops.	<i>The existing footways are cluttered and with the high levels of pedestrian activity many pedestrians find them difficult to negotiate. Widening footways will improve things for pedestrians particularly vulnerable road users and those with wheelchairs and push chairs.</i> <i>Traffic modelling has been undertaken to ensure both options work in terms of traffic flow.</i> <i>Whilst the number of parking bays in the town centre has been reduced it is proposed that they are dedicated to shoppers and deliveries which will prevent long term permit holder and illegal parking which should free up more spaces.</i>	None
Roundwood Road	Any changes would be welcomed as it is about time Harlesden received some TLC and improvements.	<i>No comments</i>	None
Roundwood Road	What is needed in the these plans are proper cycle paths not ones that end no where ever if it means not having such wide pavements as you suggest or having cycle paths on the wider pavements.	<i>There is insufficient highway available to provide dedicated cycle lanes in both directions of sufficient width to safely accommodate cyclists.</i>	None
Roundwood Road	This is fantastic, everything to make a better community. The parking should not be individual roads but as ???areas just like Kensington and Chelsea and Westminster.	<i>No comments</i>	None

Road Name	Comments	Response	Recommendations
Roundwood Road	It is a very good idea for the HY zone to have some access to main street with shops. Please make HY zone bigger as shown in response.	<i>One of the aims of the scheme is to dedicate parking for shoppers and loading only without giving preference to residents in any of the surrounding zones.</i>	None
Roundwood Road	Worried Roundwood Road will become more of a cut through. Can we erect an emergency vehicle gate and make it a no through road.	<i>Roundwood Road does not lie on a direct route that would suggest it would become a cut through.</i>	None
Roundwood Road	The restricted period on Saturday should be shortened in the residential areas away from the high Street. It is expensive for friends and families to visit in the evenings. Pay and Display charges should be reviewed as they are exceptionally high in this area compared to other areas in London. The review is especially important in areas around the park. Roundwood Park has ample residential parking but needs more affordable pay and display to encourage families to use the park. Likewise the commercial areas.	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration. The level of pricing of on street parking is outside the remit of the scheme. The comments will however be passed on for consideration.</i>	Refer comments regarding operational times and on street charging to the parking team.
Rucklidge Avenue	Option B is OK as far as it goes. Town centres have far too long had the needs of the car drivers as a priority. Anything that restricts car use, pollution, traffic, accidents etc. and puts the needs of the pedestrian first are to be welcomed.	<i>No comments</i>	None
Rucklidge Avenue	Option B - Does not believe that pedestrians and cyclists will be able to safely share a traffic area. Brent must reduce the number of late off licences (including 24hr) else the enhanced pedestrians areas will become a drunks paradise.	<i>Shared spaces are shown to work well in other areas without a decrease in road safety. It should be noted that the design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location. Consultation directly with disability groups will be undertaken during the detailed design. There is no evidence in other areas that increased seating will encourage more undesirables into an area. Combined with regeneration of an area however it may encourage more use by the local residents, shoppers etc. Investigate greater enforcement.</i>	Investigate greater enforcement of unsociable behaviour on street.

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	Need more parking spaces	<i>Whilst the number of parking bays in the town centre has been reduced it is proposed that they are dedicated to shoppers and deliveries which will prevent long term permit holder and illegal parking which should free up more spaces.</i>	None
Rucklidge Avenue	Rucklidge Avenue NW10 should be made one way. It is used as a cut through for traffic, causing huge amounts of traffic on the road.	<i>Changing Rucklidge Avenue to one way is outside the remit for this scheme.</i>	None
Rucklidge Avenue	Would love to have Option B, but it can't work in reality unless you double the width of Manor Park Road S, the capacity for traffic is the same, otherwise it will create a worse problem as traffic capacity will actually and effectively be halved creating a new bottleneck. Should the measures of Plan A work really well and traffic prove to be light in the future the plan B scheme of pedestrianizing the High Street could be done later. More residents bays required close to their houses in the centre but otherwise a good scheme (opA). Please start ASAP as double parking and congestion is awful and look forward to it being smart, greener etc.	<i>Traffic modelling has been undertaken to ensure both options work in terms of traffic flow. The funding for the scheme is currently available with a few to implement in 2013. It is unlikely that funding would be available in the future.</i>	None
Rucklidge Avenue	In the High Street, between Royal Oak and Clock Tower there should be only loading bays-no facilities for permit holders or pay and display. The whole of Brent should be free for parking on Saturdays. Only the High Street in Craven Park should retain a charge for Saturdays parking. It is ludicrous to pay in some streets and not others as it is presently.	<i>In Option B it is only planned to provide loading only bays. In Option A it is proposed to provide a few pay and display bays to assist shoppers.</i>	Refer comments regarding operational times of CPZs to the parking team for consideration.
Rucklidge Avenue	More environmentally green street lighting. More litter bins. Frequent litter collections especially during the Olympics. More police presence.	<i>Improvements to the lighting is proposed as part of the scheme. It is proposed to provide additional bins as part of the scheme.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	Consider the use of speed cameras and cameras for law breakers of going through lights. On a number of occasions people crossing at the junctions mentioned have had serious injuries and fatalities.	<i>The use of enforcement cameras on the traffic lights can be considered as part of the detailed design.</i>	Consider the provision of enforcement cameras on the traffic lights.
Rucklidge Avenue	Parking restrictions on Rucklidge Avenue should be extended to midnight on Fri, Sat and Sun nights as it is unbearable at weekends. Also more CCTV and visible police officers especially the Park Parade end of Rucklidge Avenue	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comments regarding changes to the operational times of the CPZs to the parking team.
Rucklidge Avenue	It would be great to pedestrianize the High Street and make it a more clean open space. Like Option B	<i>No comments</i>	None
Rucklidge Avenue	Residents should be allowed in pay and display especially if there are no resident permit bays near by, otherwise do not benefit from having a residents permit. Increased police presence. Increased resident cleanliness, front gardens have rubbish and old objects which gives the roads/street a bad impression. Increase lighting at the end of Rucklidge Avenue (Willesden junction side), there is a park which is dark and dangerous.	<i>Many bays around the area are shared pay and display and permit holder only. Removing permit bays from the High Street and Craven Park Road during the day is aimed at improving facilities for shoppers and delivery vehicles during the day as currently they are unable to park due to long term business and indiscriminate parking.</i>	None

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	Votes for Option B with the following comments: Do not install a LOADING BAY on Park Parade opposite the entry to Rucklidge Avenue. A previous loading bay which was removed had vehicles parked constantly causing severe delays. Any loading bay should be much further along, such as past Leghorn Road. The pedestrian crossing at Manor Park Rd/ Park Parade requires special attention such as guard railing to ensure that pedestrians do not stand at the roads edge and risk injury by vehicles. Will traffic be turning RIGHT from northbound High Street onto Park Parade ? Can we have a PEDESTRIAN CROSSING system as they have installed at OXFORD CIRCUS ?	<i>There are no proposals to install a loading bay on Park Parade opposite Rucklidge Avenue.</i> <i>The provision of guard railing at the junction of Park Parade and Manor Park Road can be considered as part of the detailed design.</i> <i>Vehicles will not be permitted to turn right from the High Street into Park Parade.</i> <i>Traffic modelling was undertaken for a diagonal crossing at the Manor Park Road/High St/Park Parade junction. Unfortunately, it was resolved it would result in unacceptable delays and increased congestion in the area.</i>	Review the provision of guard railing at the junction of Park Parade and Manor Park Road.
Rucklidge Avenue	There should not be a BUS STOP outside Iceland. 1) There is no need for it as the 3 buses that would use it can stop at existing bus stops in close proximity. The Jubilee Clock should not be moved in any way. There is ample space around it – even taking into account that traffic will now be 2 way on the High Street from Station Road. The clock was moved a few years ago. The clock would look ridiculous stuck on either side of the road. ALL TRAFFIC currently passes by on both sides of the clock very easily.	<i>The bus stop outside Iceland is to ensure people do not have to walk too far to the nearest bus stop.</i> <i>Whilst it may be possible to retain the clock in its current location it would result in it being places on a small island with traffic passing on either side making it inaccessible to the public and difficult to maintain. Therefore subject to receiving appropriate permissions it was resolved to move the clock into the public realm.</i>	None

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	The section of the High Street that will be for buses and delivery vehicles only should be wide enough to allow for vehicles to pass by any buses that have stopped to pick up and drop off passengers. The pavements along up to the Library along Craven Park Road absolutely should not be widened as they are already very wide. The emphasis should be on keeping traffic moving through Harlesden. Sitting Traffic increases pollution from car exhausts. The road needs to be 2 lanes here to allow for cars that will be stopping to park. The road here should be wide enough to allow for traffic to continue moving even if someone is reversing into a parking space.	<i>In Option B the semi pedestrianized section of the High Street will be wide enough for vehicles to pass while buses are in the bus stops.</i> <i>It is proposed to widen the footways on Craven Park Road to increase public realm area, potentially allow for markets in the area and reduce the likelihood of double parking. Traffic modelling has confirmed that it will still be possible to keep the traffic moving even with the reduction in lane widths. This is in part due to the fact that the current double parking practices often only allow for one lane of traffic.</i>	None
Rucklidge Avenue	Traffic on Tavistock and Crownhill should flow in opposite direction as large vehicles going north on Tavistock Road will find it very difficult making the turn into Craven Park Road. There is a very limited amount of pavement here to make it a viable proposition. The corner from Crownhill Road to Craven Park Round has a lot more space and would create better traffic flow for north- bound traffic. What provision has been made for traffic going south on Manor Park Road needing to turn into the car park at Tesco across opposing traffic. The area covered by the properties numbers 34 – 60 Manor Park Road should be included in the new town centre zone HA and not added to HW zone.	<i>Initial tracking of the junctions confirm that large vehicles will be able to manoeuvre around the junctions in the town centre. As part of the detailed design we will ensure that this remains the case.</i> <i>Vehicles will need to turn across opposing traffic into the Tesco's car park, further consideration of this manoeuvre may be required.</i> <i>Properties 34-60 Manor Park Road do not have many vehicles and are likely to have minimal impact of the larger HY zone that the small HA zones which will have limited bays. The flats in the section have their own car park and therefore will have minimal impact on the level of parking within the HY zone. Notwithstanding, we will revisit the issue and review the inclusion of properties 34-60 Manor Park Road within the HY zone.</i>	Consider concerns regarding vehicles having to turn across opposing traffic into the car park on Manor Park Road. Review the provision of properties 34-60 Manor Park Road within the HY zone.

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	Manor Park Road is currently not wide enough for 3 lanes of 2 way traffic. For the reasons that you have outlined in your FAQ booklet on page 8 re the viability of large vehicles being able to use 2 lanes, the regeneration scheme should include improvements to the road layout for traffic that is heading east leaving Harlesden in front of All Souls' Church. There is a severe and dangerous situation here as the road is not wide enough to allow for 2 vehicles (especially 2 large vehicles) to use the 2 lane section, where one lane is waiting to turn into Acton Lane and the other lane carries straight on to Station Road. Frequently a large vehicle is in the TURN RIGHT LANE waiting for the filter light but traffic in the near-side lane cannot get past as there is not enough space to pass. If you are waiting in the near-side lane and large vehicles start to make the right turn it creates a very dangerous situation.	<i>There are currently 3 lanes of traffic operating in one direction along Manor Park Road. Surveys have been undertaken and determined that the width exceeds 9m which is sufficient for two way flow.</i> <i>The lane widths on Craven Park Road are narrower than Manor Park Road.</i> <i>Collision data at this junction does not indicate a collision problem of this nature at this location.</i>	None
Rucklidge Avenue	Would also like to see: • A YELLOW BOX at the junction of Rucklidge Avenue and Park Parade; • DECREASE THE NUMBER OF SHARED USE PARKING BAYS in front of the Design Works PAY-&-DISPLAY. The Car Club bays should also be re-sited from Rucklidge Ave to provided more space for residents; • Install a TURN RIGHT FILTER LIGHT on High Street for traffic coming from London and heading NORTH towards Harlesden that is making a RIGHT TURN into Furness Road. • RE-PHASE TRAFFIC LIGHTS at Furness Road junction for traffic turning RIGHT onto High Street to give more time for cars to leave Furness Road. • PROVIDE A MACHINE to wash and cleanse the pavements	<i>These issues are outside the remit of the Harlesden Town Centre regeneration scheme however the comments have been noted and will be referred to the appropriate departments for consideration.</i>	Refer comments for further consideration.

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	Move the eastern side of Manor Park Road between Park Parade and Crownhill Road from Zone H to Zone HA not to Zone HW. 1) No loading bay on Park Parade. 2) Provide a machine to clean pavements. 3) Provide railings outside no 1 Park Parade to protect pedestrians from moving traffic on Manor Park Road. 4) It will be difficult for traffic turning right onto High Street from Tavistock Road, it would make more sense for vehicles to access the High Street via Crownhill Road. 5) Harrow Road is a main through route. Making the road narrower for wider footways in Craven Park Road etc. is short sighted.	Properties 34-60 Manor Park Road do not have many vehicles and are likely to have minimal impact of the larger HY zone that the small HA zones which will have limited bays. The flats in the section have their own car park and therefore will have minimal impact on the level of parking within the HY zone. Notwithstanding, we will revisit the issue and review the inclusion of properties 34-60 Manor Park Road within the HY zone. There are no proposals to install a loading bay on Park Parade opposite Rucklidge Avenue. The provision of guard railing at the junction of Park Parade and Manor Park Road can be considered as part of the detailed design. Initial tracking of the junctions confirm that large vehicles will be able to manoeuvre around the junctions in the town centre. As part of the detailed design we will ensure that this remains the case. Widening the footways on Craven Park Road increase public realm space, the possibility of the provision of markets and narrower carriageways reduces likelihood of double parking etc.	Review the provision of properties 34-60 Manor Park Road within the HY zone. Investigate the provision of guard railing at the junction of Manor Park Road and Park Parade.
Rucklidge Avenue	Concerned Rucklidge Avenue will become more of a magnet for those visiting the town centre to park in. Pay and Display should be reduced, as well as car club bays, I never see car club spaces being used by car club cars. There is a huge problem with rubbish in Harlesden, fly tipping (particularly in alleyway), dumping of bags etc. needs to be stopped in order to make Harlesden a more pleasant place.	Changes to the bays in Rucklidge Road is outside the remit of this scheme, however comments will be referred to the parking team for consideration. Comments regarding issues with fly tipping etc. will be passed to the street care team for consideration.	Refer request for changes to parking restrictions to the parking team. Refer concerns regarding fly tipping etc. to the street care team.

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	Finds it difficult to park in the evenings and would like some permit holders only bays available until the evening. Please include the following improvements: - Yellow box on the junction with Rucklidge Ave/Park Parade; - Decrease the number of shared use of parking bays in front of design works to no 7; - Do not install a loading bay on Park Parade opposite Rucklidge Avenue; Install at right turn filter on High Street for traffic heading north and turning right into Furness - Rephrase lights at Furness Road junction for traffic turning into High Street; - Provide a machine to wash and clean pavements.	<i>Changes to the bays in Rucklidge Road is outside the remit of this scheme, however comments will be referred to the parking team for consideration.</i> <i>There are no plans to provide a loading bay on Park Parade as part of the scheme.</i> <i>Rephrasing of the lights at Furness Road junction is outside the remit of this scheme but will be referred to the traffic signals team for consideration</i>	Refer request for changes to parking restrictions to the parking team. Refer concerns regarding the signal at the Furness Road junction to the traffic signals team.
Rucklidge Avenue	Concerned that more cars from other streets will park in what should be residents spaces in Rucklidge Avenue. Two much traffic in Harlesden as it is. There should be more CCTV camera enforcement of illegal parking. Many vehicles park illegally on the left hand side High Street/Furness Road junction where there are double yellow lines which aren't enforced. Yet on Rucklidge Avenue someone may have parked and forgot to pay and display and they get towed. This is bent practice and Brent are ignoring by-laws. This needs to be addressed within the scope of these proposals.	<i>Engineers feel it is unlikely that the scheme will result in an increase in traffic on Rucklidge Avenue.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None
Rucklidge Avenue	Concerned that residents will have to pay higher costs towards residents permits. Agree with the proposals of tree planting and removal of street clutter. More litter and recycling bins would also be beneficial and cycle parking most welcome. It would be beneficial for people to feel safe in the area as currently harassment in sometimes a problem.	<i>There are no plans as part of the scheme to increase parking charges.</i>	None

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	3) Change the 'No right turn' out of Nicoll Road to allow traffic to enter the town centre, also consider many of the blocked off roads.	<i>Changing the prohibition of right turn movements out of Nicoll Road is outside the remit of this scheme but will be referred for consideration to a separate scheme looking at measures in this area.</i>	None
Rucklidge Avenue	Do not think wider paving is needed on Craven Park Road, use the space for diagonal parking rather than parallel parking and a cycle track along the pavement. 1) Junction of Park Parade/Rucklidge Avenue needs a yellow box marking 2) Resite bus stop to other side of Harlesden Gardens, opposite other bus stop to allow vehicles to turn left into Harlesden Gardens. 3) Re-open Leghorn Road. It is wide compared to Rucklidge, and the primary school is no longer there. 4) Traffic lights on Furness Road need re phasing as they stay on red too long causing a back log. 5) Too many shared bays in Rucklidge Avenue/Willow Terrace. 6) More even distribution of shared bays in all roads. 7) Palmero Road could become two way.	<i>The wider footways on Craven Park Road are to provide an increase in public realm areas, the possibility of the provision of markets and narrower carriageways reducing likelihood of double parking etc.</i> <i>Points 1-7 are outside the remit of this scheme but will be noted for future consideration.</i>	None

Road Name	Comments	Response	Recommendations
Rucklidge Avenue	General Scheme: 1) HA Zone should be part of HY as they have a very limited area. 2) Need to reconsider direction of traffic on Tavistock Road for people existing Tesco's as will not all want to go to Town Centre. Retain Tavistock as is, change Crownhill to other direction and extend the two way section to Crownhill Road. This will enable pedestrian area to be extended. Move the pedestrian crossing to the other side of the Crownhill junction, and provide a formal crossing opposite Tesco entrance on Manor Park Road as there is no convenient way to cross.	1) The majority of bays within HA zone will be made permit holder only meaning there will be less demand by non resident for these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone. However the concerns about the size of the HA zone are noted, and as some of the adjoining streets within HW have spare capacity it is proposed to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads. 2) Vehicles existing Tesco's will be able to go around the gyratory and re-join Manor Park Road. If the pedestrian area were extended, it would be necessary to close Tavistock Road to through traffic as well. Whilst this option may be feasible it would reduce available parking bays for shoppers further, the current proposals maintains a balance between the need for the provision of parking and providing a public realm area for shoppers. It is proposed to investigate the provision of a crossing on Manor Park Road near Tesco's as part of the detailed design.	
Sellons Avenue	Long over due, what kept you.	No comments	None
Sellons Avenue	Free parking in HW Saturday please	No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.	Refer comment regarding changes to the operational times to the parking team
Sellons Avenue	Make residential parking locally only Mon to Fri	No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.	Refer comment regarding changes to the operational times to the parking team

Road Name	Comments	Response	Recommendations
Sellons Avenue	All parking at the weekend should be free. Good for business.	<i>No changes have been proposed to the hours of operation or parking charges as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comment regarding changes to the operational times to the parking team
Sellons Avenue	Constant double and illegal parking on Craven Park Road causes gridlock. Illegal parking by parents outside schools in Crownhill Road. Traffic will not diminish unless you can persuade the rubbish/recycling bins to go another way, enforce deliveries before 8am or after 6pm and cut down on the number of children being driven to school. The difference in the traffic in Crownhill Road at 8:30am in term time and school holidays is phenomenal. Through traffic into the area via Neasden Lane and All Souls Ave also causes gridlock. Why are there no buses directly to Central London or Kensington.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i> <i>Parking outside schools is a common problem throughout the country during term times. There is a need to make a change in attitude and encourage people to walk rather than drive, unfortunately this is outside the remit of this scheme.</i>	None
Sellons Avenue	Hopes that the street lighting will be renewed when one of the plans are put in place. A predominately traffic free shared open space would be a welcome addition but the town centre already has a too may dark and dingy areas that have a forbidding atmosphere when there is no traffic about. Both of these schemes will require the council to make a genuine effort on parking enforcement, which is chronically poor at the moment. Double parking while people pop to the shops is the single most problematic issue at the moment. I've seen ambulances, fire engines, police cars and buses stranded on far too many occasions.	<i>It is proposed to improve the lighting throughout the town centre as part of the scheme.</i> <i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None
Sellons Avenue	All parking in HW free except 10-12 Mon-Fri	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comments regarding changes to operational times of CPZs to the parking team.

Road Name	Comments	Response	Recommendations
Sellons Avenue	HW zone was promised as Mon-Fri. Why hasn't this been done,	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comments regarding changes to operational times of CPZs to the parking team.
Sellons Avenue	HW parking Mon-Fri only as promised	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comments regarding changes to operational times of CPZs to the parking team.
Sellons Avenue	CCTV alone will not enforce the parking problem. Wardens need to be concentrated to enable them to ?? This problem area on the current one way system. Park Parade shopping are is not taken into consideration, this is a weak point in the system. CCTV, litter and recycling bins should be added in Park Parade. There is a disabled public toilet at the corner of Rucklidge and Park Parade which had not been used for years, this could be turned into parking. The improvements in Station Road should link up with the town centre and not stop half way.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre. Enforcement officers will continue to enforce permit parking.</i> <i>Unfortunately there are insufficient funds to include Park Parade within the scheme.</i> <i>There are insufficient funds to remove the public toilets and turn it into parking.</i> <i>It is proposed to link the improvements in Station Road to those in the town centre.</i>	None
Sellons Avenue	No vehicle	<i>No comments</i>	None
Sellons Avenue	The existing parking arrangement is ??late enough	<i>No comments</i>	None
Sellons Avenue	Double and triple parking causes huge problems.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None

Road Name	Comments	Response	Recommendations
Sellons Avenue	Too many cars allowed per household. Neighbour has a large car taking up 1.5 spaces and 2 other cars. Two vehicles per household should be permitted not 4. What will happen with vehicles coming from High Street into Park Parade in Option B. Can vehicles go straight where it crosses at the bottom of Park Parade or are they forced left. Concerns are regarding congestion, the High Street is a bottleneck at present. Vote for the best option to stop that.	<i>The issue of the number of permits allowed per household is outside the remit of this scheme and will be referred to the parking team.</i> <i>Vehicles traveling from the High Street from Acton Road will be able to go straight on at the junction with Manor Park Road into Park Parade.</i> <i>Traffic modelling has been undertaken to ensure both options work in terms of traffic flow and minimise congestion.</i>	None
Spezia Road	The High Street between Furness Road and Tubbs Road (Willesden junction side) should be a red route to ease traffic flow during busy periods. Cars parked outside shops here block the traffic lane heading towards Tubbs Road and further into Harlesden when cars waiting in right turn lane for Furness Road. This results in a back up of traffic around Harrow Road/Scrubbs Lane junction. Please look at the bigger picture.	<i>Provision of a red route is outside the remit of this scheme.</i>	None
Spezia Road	Why does CPZ HW exist on a Saturday? There is no need for this and it only seemed to be HW zone that has this extra day restriction.	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comments regarding changes to operational times of CPZs to the parking team.
Spezia Road	The closing of High Street to vehicles is a fantastic idea. It will mean the High Street will become a pleasant place to shop and be safer for pedestrians. This is exactly what Harlesden needs, more greenery, safer roads and in general to become a more attractive place to live. Fully support any regeneration of the Town Centre, the more the better. IF less trains terminated in Queens Park and carried on to Willesden junction this would provide significant growth in the area.	<i>No comments</i>	None

Road Name	Comments	Response	Recommendations
Spezia Road	Objects to 3 lane highway on Manor Park Road. The project should be people centred not traffic centred. This should be one lane in order to calm the traffic and improve the immediate environment.	<i>The aim of Option B is to improve the town centre and provide an area that is set aside predominately for pedestrians. As it is not possible to prevent traffic from entering Harlesden, this means that traffic that previously used the High Street must be diverted along other routes. This means that this section of Manor Park Road needs to take two way traffic.</i> <i>Reducing it to one lane in each direction would result in additional congestion around the town centre.</i>	None
Springwell Avenue	Agrees with whatever change about to do as approaching 90 and has to use a taxi where ever goes.	<i>No comments</i>	None
Springwell Avenue	Concerned by the lack of consideration towards other drivers/pedestrians shown by people who park in the road in Harlesden High Street. Sturdier raised paving on the junctions i.e. Royal Oak/Santander would maintain a smarter appearance throughout Harlesden. Respondent has lived in area for approx. 15 years and each time the pavements are improved they look sad and tired again very quickly. Loading bay restriction need to be implemented on Park Parade opposite the Royal Oak, its a very congested area.	<i>Extend the no loading at any time on Park Parade further from the junction.</i>	Extend the no loading at any time on Park Parade further from the junction.
Springwell Avenue	Concerned with lack of parking for residents.	<i>There are no plans to reduce residents parking in Springwell Avenue.</i>	None
Springwell Avenue	Would like Springwell Avenue and Sellons Avenue to be blocked off as there is too much traffic and respondents vehicles is constantly getting damaged.	<i>Springwell Avenue is a narrow two way street, with parking bays on both sides and speed humps to reduce speeds. It is unlikely that is used as a cut through more for residents accessing local streets.</i> <i>Closing up Springwell Avenue and Sellons Avenue is outside the remit of this scheme.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Springwell Avenue	Thank you for bringing these proposals to the people of Harlesden. Please make Park Parade, Sellons Avenue and Springwell Avenue one way, feeding back to the town centre.	<i>These roads are outside the extents of the scheme. However, these suggestions can be noted for future schemes in the area.</i>	Note suggestion of one way system on Springwell Avenue for future consideration.
St Albans Road	More trees. Extend semi-pedestrianized area even further and have 2-way traffic running all along Manor Park Road. Do away with one way system altogether.	<i>It is not possible to make the residential section of Manor Park Road two way as it would result in the significant loss of residential parking to ensure sufficient widths.</i>	None
St Albans Road	Parking permit fees for residents of £100 is far too high.	<i>Parking permit charges is outside the remit of this scheme.</i>	Refer comments regarding permit charges to the parking team.
St Albans Road	Street lighting in St Albans Road is very bad. Lots of rats and rubbish in Brent and lots of dumping of unwanted furniture on road side/streets.	<i>Improving the lighting in St Albans Road is outside the remit of this scheme.</i>	None
St Albans Road	It would be of great help to me as a disabled person, if shopkeepers were not allowed to block part of the pavement displaying their goods outside of their shops. Sometimes it is difficult to actually walk on the pavement due to the amount of space being taken up by the shop owners.	<i>Vendors require licenses to sell on the footways and are only permitted to encroach out a certain distance onto the footway. Whilst currently there are some problems with enforcement, we are looking at options in the design to better define the limits traders can encroach onto the footway.</i>	None
St Albans Road	Consider the safety of the High Street at night, if there are no cars and buses allowed. Need more quality shops to improve the local area and maybe start a small café culture that uses the pedestrianized area. So people can hang out on the street.	<i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None

Road Name	Comments	Response	Recommendations
St Albans Road	Restrictions on cycling should be put in. Cycling on pavements is dangerous especially for the disabled or semi disabled people. Cycling on the pavements must be stopped.	<i>Cycling on pavements is unlawful except in designated areas. Investigate ways to improve enforcement.</i>	Investigate ways to improvement enforcement of cyclists on footways.
St Albans Road	Renewing permits is too difficult. Too much paper wasted in leaflets, not environmentally friendly.	<i>No comments</i>	None
St Albans Road	Support option B but concerned about what measures will be used to make the pedestrianized area safe for blind and partially sighted people as shared space not good for those with restricted sight. Insufficient dedicated disabled parking, the bay proposed is not near the town centre. The current state of the rubbish on the streets is appalling and worse since the cuts. The CPZ times are too restrictive and punitive. A previous consultation saw the majority of residents wanting reduction in hours but this was not progressed with no explanation.	<i>The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location. Consultation directly with disability groups will be undertaken during the detailed design. Whilst those with disabled badges are able to park anywhere it is acknowledged that this is not of benefit if the bays are full, therefore it would be beneficial to provide disabled parking bays at key points. No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Provide disabled parking bays at key points. Refer comments regarding operational times of restrictions to the parking team.
St Albans Road	The proposals should be extended to Craven Park as the contrast will be depressing. Pedestrian crossings on Craven Park are limited and in the wrong locations. The n/b no 18 bus stop is badly placed as the pavement is not wide enough. The zebra crossing is not situated for people using this bus.	<i>There are insufficient funds available to extend the limits of the scheme to Craven Park.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
St Johns Avenue	The idea of a disabled friend and a daughter with a child with a disability cannot park in front of my driveway when visiting.	<i>There is nothing to stop a person or their visitors parking across their own drives.</i>	None
St Johns Avenue	Anything that can be done to improve traffic around the High Street will be positive. Whilst Option B is preferred concerned that whether the proposed re-routing of traffic will cause congestion elsewhere. In favour of any proposal that prevents parking along the High Street as vehicles stopping to park and then trying to pull out stop other vehicles passing and causes delays. Uncertain about allowing delivery vehicles to stop off during rush hour times, won't this delay buses at the peak hours of travel.	<i>Traffic modelling has been undertaken to ensure both options work in terms of traffic flow.</i> <i>Loading bays are proposed to be set back off the carriageway to maintain traffic flow.</i>	None
St Johns Avenue	No buses in pedestrian area and more trees and plants.	<i>Buses are proposed in the semi pedestrianized area to retain access by public transport to the central shops and prevent any delays to the routes.</i>	None
St Johns Avenue	Harlesden needs a heart which the community can focus on and bring us closer together. Not only does Option B provide a better infrastructure in the physical sense it will have a great social impact, providing a legacy for the investment.	<i>No comments</i>	None
St Johns Avenue	Double parking in Harlesden High Street/Craven Park Road blocking a bus route and main road - Crazy!	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
St Johns Avenue	Lovely to talk to the Council representatives present - thank you. Option B will mean more pedestrians areas which could be populated by intimidating groups. This proposal should be accompanied by plans to police to the area more effectively to deter groups, spitting, littering and public urination. Poor appearance of commercial properties is a problem. Rules on shop fronts should be introduced and will have a greater visual impact than tidier roads. Although removing unnecessary street clutter will help. A smarter High Street will improve pride and behaviour.	<i>No comments</i>	None
St Johns Avenue	New cafes. Costa/starbucks please in the town centre. Also would like a local independent organic place.	<i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None
St Johns Avenue	Option B is a brilliant idea and may be the catalyst to transforming the centre and consequently the whole of Harlesden. Particularly attractive, new street furniture can be seen recently installed on Upper street, Islington.	<i>No comments</i>	None
St Marys Road	Exciting plans, this is just what Harlesden needs.	<i>No comments</i>	None
St Marys Road	Do not forget to address the issues of poor quality retail in Harlesden. Too many pound shops, fast food and grocery establishments selling the same stuff. Need to encourage a better retail mix.	<i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None
St Marys Road	Not enough parking space for residents living in and around the area.	<i>Surveys have suggested that the number of residents of Craven Park Road and High Street who own a car is low. There are issues with businesses obtaining residents permits which need to be addressed. However, it is noted that adjacent streets such as Nicoll Road may be considered some distance to walk therefore it is recommended to investigate alternative options for residents of these street.</i>	Investigate options for residents of Craven Park Road/High Street.

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
St Marys Road	There is too much restriction for parking for shopping around Manor Park Road by Argos and Burger King Area.	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration</i>	Refer comments regarding hours of operation to the parking team for consideration.
St Marys Road	Free parking on Saturdays	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration</i>	Refer comments regarding hours of operation to the parking team for consideration.
St Marys Road	Fed up with double parking. Hopefully better shops in Harlesden. No more betting and pawn shops. Looking forward to a brighter future - Thank you in advance.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre. Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None
St Marys Road	No parking control exists. The High Street is a nightmare due to double parking. No parking wardens on duty to ensure that traffic runs smoothly, they prefer the easy life of streets close by.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre.</i>	None
St Marys Road	Double parking on the High Road causes traffic jams. Object to having to pay in Harlesden Plaza car park when going into Tesco's for 2 minutes. Also need to deal with the issue of litter collection from businesses along the High Road. Every morning the bin bags are all over the pavement, this will ruin any new pedestrian area/improved town centre.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre which should help to improve traffic flow in the town centre. The Plaza car park is not owned by the Council and therefore the level of charges is outside their control. We are working with the Street Care team to improve collections from businesses along the High Street.</i>	None

Road Name	Comments	Response	Recommendations
Station Road	Ensure pedestrians have priority at traffic lights especially junctions. Acton Lane/Station Road, Jubilee Clock and High Street/Manor Park Road junctions.	<i>Pedestrian phases will be included with the traffic signals to provide a balance between traffic flow and pedestrian movement.</i>	None
Station Road	As a resident permit I very happy with the new proposals. Very happy please start quickly	<i>No comments</i>	None
Station Road	Opposed to the H Zone because residents will be unfairly restricted compared to other zones. Also don't know any local neighbours who have been surveyed also the character of our area will be spoiled.	<i>Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only. The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space. Surveys undertaken within the area indicated that there was already some spare capacity.</i>	None
Tubbs Road	Option B will be easier for pedestrians to do their shopping in peace.	<i>No comments</i>	None
Tubbs Road	Very concerned by the amount of cars that would start using my street as a cut through, its bad enough as it is without the High Street being blocked off. In recent months the High Street was closed for road works and the whole area was grid locked.	<i>There would be little benefit for people to use Tubbs Road as a cut through to Manor Park Road.</i>	None
Tubbs Road	Harlesden would benefit from and area where pedestrians have priority access, it will attract cafes etc. to move to the area. However, the traffic movement is a slight concession. Is Manor Park Road able to take 2 way traffic? How will the traffic lights work to avoid long queues of traffic. The impact on Tubbs Road also needs to be carefully considered.	<i>Manor Park Road is currently operating 3 lanes of traffic in one direction. The lanes are wide to operate two way traffic. Traffic modelling which includes assessment of the signal timing has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Tubbs Road	The idea to pedestrianize Harlesden Town Centre is nuts. The traffic situation in Tibbs Road is already chronic. Are you people in the town planning department completely insane. Harlesden will grind to a halt if you go ahead with proposal B.	<i>Traffic modelling has been undertaken to ensure that both options work in terms of traffic flow, minimising the congestion in the area.</i>	None
Tubbs Road	Doesn't have a car. Concerns are diversions of any options, new pavements, new streets, cleaner shops, less cafes where antisocial behaviour is that is all. ' Extra traffic on Tubbs Road' If you change run down boroughs because they have become run down and were not. It should have nothing to do with diversions of traffic . The amount of traffic effects property and the route service to the shops need to continue otherwise the shops and people will be effected (in trade). It is a creation of an isolated society. The council has themselves to blame and the government for letting it become run down since 1980 make new not change.	<i>Both options aim to upgrade the area with new street furniture, footways and carriageways etc. In Option B the proposed semi pedestrianized area is to enhance the town centre for residents and shoppers not restrict it. In order for this to be achieved it is necessary to divert traffic.</i> <i>Vehicles will still be able to access the town centre.</i>	None
Tunley Road	Looking forward to improvement also toward Craven Park Road. I wish the pedestrian zone would extend down to the library.	<i>Traffic modelling was undertaken on options where the semi pedestrianized area was extended. Unfortunately, it was shown this would not work in terms of traffic flow as congestion in the area would be significantly increased.</i>	none
Tunley Road	People don't know how to cross the roads as it is, so signs and maybe something on TV or the ?? Will help those living in Brent and those passing through. What about drunk drivers/dangerous drivers going past up the road. What about that safety.	<i>Comments noted.</i>	None
Wendover Road	Option A does not appear to change much, maybe some cosmetics. Option B creates a central space where people can walk, talk and go about their business without traffic. If Harlesden is to change and the community to respect the place in which they live, then we need a central space free from traffic. Option B or its a waste of time.	<i>Option A would still improve the environment with wider footways, less street clutter and improved footway and carriageway surfaces etc.</i>	None

Road Name	Comments	Response	Recommendations
Wendover Road	A semi pedestrianized zone in part of Harlesden High Street is a fantastic idea. The upgrades to Willesden junction tube station along with the work already underway on Station Road are already making a difference. Hopefully the plans allowed in Option B will go much further towards making Harlesden a place the community can take pride in. To reduce the amount of traffic using Harlesden as a cut through is exactly what we need, I hope it takes place sooner rather than later.	<i>No comments</i>	None
Wendover Road	Actual enforcement of existing rules on all parts of the High Street, especially double parking opposite Iceland and illegally parked cars opposite. Option B will go a long way to solving the huge problems of the bottleneck that the High Street has become. Option A seems to be more of the same. Option B should turn the High Street into a proper shopping area for the community rather than a rat run for drivers.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Wendover Road	Stop double parking outside Sam's and Iceland. Need more CCTV, enforcement which would be acted on so when people double park they will be fined. It would be nice to see more police on the streets when school children come out of school etc.	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i>	None
Wendover Road	Although changes are welcomed and in favour of option B would like the Council to encourage local artists to contribute to the changes. Perhaps sections of pavements with mosaics, or signs could be printed. This would help Harlesden have its own identity. Hope time is spent communicating with businesses and people about importance of keeping it clean and respect is grown.	<i>Harlesden Town Team are currently investigating some options for the provision of some public art for the town centre.</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
West Ella Road	Road congestion should be taken into consideration. If congestion can't be improved then go for plan c which could be opening up Harlesden High Street accessible to only buses and delivery vehicles in plan B to one way traffic to all vehicles.	<i>Traffic modelling has been undertaken to ensure that the scheme works in terms of traffic flow, minimising the congestion in the area.</i>	None
West Ella Road	In order to truly improve Harlesden as well as plan Option B is to inspire bringing in a movie house and a pizza express. Those 2 things up-market the area and make a town centre desirable.	<i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None
West Ella Road	People who do not live in this area are occupying parking spaces. CCTV enforcement is required in this street because neighbours kids playing ball games causing damage to vehicles, kids throwing pebbles at windows and playing music throughout the night.	<i>West Ella Road is to become part of the extended HY Zone which is due to be implemented in April 2012 which will prevent non permit holders from parking in the area.</i>	None
Winchelsea Road	On Sundays there are no spaces to park in front of house as a church has opened next door.	<i>No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.</i>	Refer comments regarding problems parking in Winchelsea Road to the parking team for consideration.
Wrottesley Road	Not interested in proposals because after paying tax still can't park at own gate, it's a disgrace. Why putting out benches just to encourage more layabouts.	<i>There is no evidence in other areas that increased seating will encourage more undesirables into an area. Combined with regeneration of an area however it may encourage more use by the local residents, shoppers etc.</i>	None
Wrottesley Road	Thank you for consulting with us.	<i>No comments</i>	None
Wrottesley Road	It is essential to keep vehicular access open on Harlesden High Street between Tavistock Road and the Jubilee Clock.	<i>No comments</i>	None

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Wrottesley Road	There needs to be more encouragement for a more diverse variety of shops in the centre and surrounding roads. The roads are filthy, litter everywhere and no incentive to spend time and economically invest in the local shops and amenities.	<i>Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.</i>	None
Wrottesley Road	Need more paid parking around the High Street.	<i>Comments noted.</i>	None
Wrottesley Road	No parking on High Road	<i>Comments noted.</i>	None
Wrottesley Road	Looks fantastic, can't wait	<i>No comments</i>	None
Wrottesley Road	Does not drive or have a car but there are spaces for two vehicles in front of house and lately people have been parked there without owners knowledge or permission. More parking restrictions will increase such incidents.	<i>Would suggest that the owner of the property gates the drive to prevent people parking their without permission.</i>	None
Wrottesley Road	The traffic problems are caused in the main by double parking and parking on double yellow lines just enforce that and stop making it even more difficult to drive. The continuous bias towards making driving on this through route is counter productive. We do not need wider footways, the footways are perfectly adequate for the pedestrians (of which I am one at times). The only reason for widening them is to make driving through the area more difficult. Why do you not enforce the restrictions on Harrow Road/Furness Road junction in the evenings?	<i>CCTV enforcement is proposed to address the problem of illegal parking including double parking in the town centre.</i> <i>Many residents particularly those with disabilities have indicated that they find the footways clutter and too narrow making them difficult to negotiate. One of the aims of the scheme is to improve this as well as providing an environment that will encourage people into the town centre not only to shop but to socialise and encourage greater community activity.</i> <i>Traffic modelling has been undertaken to ensure the proposals work in terms of traffic flow and do not result in greater congestion.</i>	None
Yewfield Road	Existing parking is very bad.	<i>No comments</i>	None
Yewfield Road	Would like the HY zone extended further.	<i>The extent of the existing zones is to address problems with inter-zone movements i.e. people from further afield coming into park for shopping, going to train station and taking up residents spaces and therefore it is desirable to further extend the HY zone.</i>	None

Road Name	Comments	Response	Recommendations
Licensed Taxi Drivers Association Ltd	I am contacting you both on behalf of my Association and the London Cab Ranks Committee, of which I am Chairman, to comment on the proposals for Harlesden Town Centre. There is no strong preference for either Option A or B but should Option B be selected then we would strongly object to taxis not being permitted access to the High Street which would disbenefit people who wish to travel to or from the street by taxi and in particular the many mobility impaired taxi passengers who would in effect be prevented from traveling to premises in the High Street. Many of these passengers would be carried under the London Taxicard scheme which Brent Council supports. We would also suggest that the opportunity which the scheme presents should be taken to establish a Taxi Rank at the shopping centre which would improve the travel options available to visitors.	<i>There is limited available space in Harlesden Town Centre to facilitate a new taxi rank. A TfL survey indicated that usage of taxis to come into the town centre is very low at around 1% however it may of benefit to provide one in the vicinity of the train station where there is likely to be a greater need. Therefore it is recommended to refer the provision of a taxi rank to the Willesden Junction Approach works.</i>	Refer for consideration under the Willesden Junction Approach works.
Cllr Lincoln Beswick MBE	Disabled bays not indicated properly.	<i>Whilst those with disabled badges can park anyway, acknowledged that if bays are full this does not help. It is recommended to provide additional disabled bays at strategic points.</i>	Provide additional disabled bays at strategic locations.

Road Name	Comments	Response	Recommendations
London Travel Watch Streets and Surface Transport Policy Officer.	London Travel Watch is the statutory watchdog representing transport users in and around London. It believes there should be a presumption in favour of buses along bus routes, and that loading and waiting restrictions should apply where and when congestion occurs so as to minimise inconvenience to passengers and in support of policies to make bus travel more attractive, even where it takes capacity away from other users. Legitimate loading should take place on side roads or at locations and times which minimise delays to buses. One way systems are problematic for buses and their passengers, pedestrians and cyclists. Bus passengers are often directed away from their transport objectives in one direction and unfamiliar users confused as to where to wait for the bus on their return. Access to the town centre shops and services is restricted from either direction. Cyclists too have to travel additional distance, Both cyclists and pedestrians have to deal with faster traffic conditions. We therefore welcome option B over option A, but would like the opportunity taken to remove all the one-way roads in Harlesden Town centre.	<i>Due to carriageway widths it is not feasible to remove all the one way systems on Harlesden without significant loss of parking which will be unacceptable to both residents, shoppers and businesses.</i>	None
	Welcome the proposed improvements to the public realm in Harlesden and hope that along with these design improvements there will also be a management regime to ensure that the footways don't become cluttered with all manner of illegal highway obstructions. Also stress the importance of an adequate enforcement regime so that the benefits of the restrictions are not diminished by persistent violations.	<i>A full review of existing street furniture will be undertaken to rationalise and renew street furniture with a few to removing obstructions in the footways.</i> <i>CCTV enforcement is proposed to address the issue of persistent illegal parking including double parking in the area.</i>	

Road Name	Comments	Response	Recommendations
Address unknown	Opposed to the removal of the Jubilee clock as it is an historical part of Harlesden. Do you really think widening pavements improves traffic. The main problem in Harlesden is not the one way system as it keeps traffic flowing. Traffic can currently pass stopped buses, but in the two way system they will be held up. The two problems the respondent recognises are caused by inconsiderate drivers, double parking and bus drivers not keeping to their lanes and stopping correctly at stops. Many issues can be resolved by removing residents parking from the High Street, providing more spaces and preventing double parking. Bus stops were extended and moved out from the edge of the pavement to accommodate the Bendy-Bus's. We don't have these buses any more so we have bus stops that still stick out into the road where there is no need which exacerbates the problem. Bus drivers are inconsiderate to other drivers. The area in the junction of Acton Lane and Station Road, has major issues with buses not keeping to their lanes and blocking traffic in either lane, and/or when turning. Community Police Officers need to move these cars on, especially during busy times. If they at least start with Harlesden High Street between Subway and Harlesden Library, traffic would flow much better.	<i>There are no plans to remove the clock as part of the scheme.</i> <i>Widening of footways improves accessibility and safety for pedestrians.</i> <i>Traffic modelling has been undertaken to ensure that both options works in terms of traffic flow to ensure that is does not make congestion worse. Where there are bus stops there are two lanes of traffic in that direction which will allow vehicles to pass.</i> <i>CCTV cameras are proposed for the enforcement of illegal parking including double parking.</i> <i>Buses will be repositioned as part of the scheme.</i>	None

Road Name	Comments	Response	Recommendations
Address unknown	Significant concerns for us living at the lower end of Furness Road near to where it meets Harrow Road are the very bad delays throughout the day at the junction, and traffic queuing constantly from this junction along Harrow road to Harlesden town centre and beyond. It often backs up of course along Furness Road, and other local roads. There are similar delays approaching Harlesden town centre via Park Parade. What effect are either of the schemes going to have on these problems? If none, or making things worse, then there seems no point in the scheme at all. It seems to me that a few new trees and street benches and new paving does not solve the major issues re- traffic movement and parking in Harlesden town centre. I can understand parking facilities for blue badge users near to the shops, and loading and unloading bays, but why can't other shoppers use the car park already provided ?- this does not seem to be mentioned in the consultation. It is probably under-used due to the charges- could this be revised to make its use more attractive[for example a cheap rate for 30 mins or 1 hour usage]? A more vigorous approach to preventing illegal parking of all types should be put in to operation anyway immediately, regardless of the scheme.	<i>The junction of Furness Road is outside the limits of this scheme, however it is recommended to refer these comments to the appropriate team for future consideration.</i> <i>Traffic modelling has been undertaken to ensure that both options works in terms of traffic flow to ensure that is does not make congestion worse.</i> <i>The provision of trees and benches is not associated with traffic movement, this along with other improvements is proposed to improve the public realm for residents and visitors to the area.</i> <i>The car park is not owned by the council and therefore its charging regime is out of the Councils control. However, it remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i> <i>CCTV cameras are proposed for the enforcement of illegal parking including double parking. It is hoped this will be implemented early on in the construction process.</i>	None
Churchill Road, Willesden	As a Brent resident, who regularly visits Harlesden, would like to give support for proposal B on the consultation of Harlesden town centre. A lower 20mph speed limit for either proposal in the town centre area is necessary for the safety of pedestrians and cyclists (the later would have no safety advantage otherwise).	<i>Provision of a 20mph speed limit is unlikely to have a significant impact traffic speeds without the provision of physical measures such as speed humps. It is not feasible to introduce these in the town centre as it would cause long delays. That being said existing speeds in the town centre are already generally low.</i>	

Harlesden Town Centre Regeneration Responses to consultation by road

Appendix D

Road Name	Comments	Response	Recommendations
Address unknown	No to more zones we already have 4 different ones. Make it one zone, surely it is illegal to make a small area into 5 zones. If you got the ??? off the pavements there would be more space to move around. Done nothing about the double parking on the High St but constantly around the side trying to catch us in the new zone another revenue generator	Multiple zones in an area of this size is not uncommon. The number of zones is to address problems with inter-zone movements i.e. people from further afield coming into park for shopping, going to train station and taking up residents spaces. One of the aims of the scheme is to remove street clutter to improve footways for pedestrians. CCTV cameras are proposed for the enforcement of illegal parking including double parking.	None
Brent Advocacy Concerns. Willesden Centre For Health and Care Robson Avenue	Delighted to see that changes to Harlesden Town Centre are in the offing. However, particularly concerned about options A+B as these may include aspects that may prove hazardous to blind people living in or close to the area. The concept of shared kerbs is particularly dangerous. Blind people will also be challenged by the new preponderance of trees. Else wise I would approve of ecological and environmental issues being addressed and wonder if there are other ways to include this without causing nuisance value to a significant part of the population who seem to use Harlesden for transport links.	The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location. Consultation directly with disability groups and other interested parties will be undertaken during the detailed design. It is recommended that consultation with disability groups and other interested parties takes place as part of the detailed design process to make sure the concerns are appropriately considered as part of the process.	Consult with disability groups as part of the detailed design.

Road Name	Comments	Response	Recommendations
Address unknown	Option B: Whilst closing off the High Street allows for shoppers, to freely access the local shops, don't think this would raise the level of shoppers, etc. Additionally the through traffic is part of the attraction and atmosphere of the area. To lose the vehicle access through Harlesden would remove the joyous and welcoming atmosphere shoppers, visitors and residents enjoy. Many people come from far and wide, both by public transport and by car not only to shop but to bask in the atmosphere. Other areas where this idea has been delivered have lost the area its attraction and appeal. This is what would happen should the area be paved and denied access to through traffic. Agree the traffic issues needs to be addressed, however penalising drivers even further will not go towards attracting people to the area. For example, the 'Plaza Parking' area outside Argos/Tesco's is already a 24 hours parking zone, for no reason whatsoever. Surely this and other examples does not fill the community with confidence that their best interests are at the forefront of your thinking. In fact, it shows that the vision is financially based alone.	<i>In Option B vehicles will still be able to access the majority of the town centre whilst providing an area that is set aside predominately for pedestrians and shoppers. May residents and shoppers find the level of traffic high and would welcome improvements for pedestrians.</i> <i>The car park is not owned by the council and therefore outside the remit of the scheme. However, it remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.</i>	None
	Aware of the issue of double parking in the area however there are ways to widen the roads to ensure the traffic runs more smoothly without removing the traffic entirely. Option A would allow for better pedestrian access whilst continuing the vehicular access, this proposal would be better suited to an area that is vibrant, multi-cultural and allows for a stronger sense of identity for the area. Harlesden is a unique and strong area with good access for transport, business and community. I would not want to lose this.	<i>CCTV cameras are proposed for the enforcement of illegal parking including double parking.</i>	None

Road Name	Comments	Response	Recommendations
Address unknown	Disappointing no means of responding to consultation on line. Prefer Option A It is very difficult for residents to park in Manor Park Road or neighbouring streets on a Saturday, as many of the parking spaces are taken by shoppers. The plan to ban deliveries between 10 a.m. and 4 p.m., but allow them at anytime outside of that will mean further disrupted sleep for residents of Manor Park Road, where the vibrations from heavy vehicles shake our buildings. However, without changing the heavy vehicle routes, there is nothing we can do. The problems we have with parking are likely to be exacerbated by the proposed changes in CPZ boundaries, even if the proposed HA zone is for residents only. There are rarely any spaces after 8pm if returning late, resulting in residents having to park in neighbouring streets or using pay and display pays and moving vehicles in the morning. There are often empty spaces in the pay and display car park at Harlesden Plaza at the same time as cars are double parked in Craven Park Road and High Street.	<i>It is proposed to dedicate the parking bays in Manor Park Road for permit holders only freeing up space for residents.</i> <i>Loading outside of the High Street semi pedestrianized area would restrict deliveries to outside peak hours, therefore it is only businesses in that area of the High Street that would be restricted between 10am - 4pm.</i> <i>The majority of bays within HA zone will be made permit holder only rather than the current shared use. The removal of the current P&D parking in these bays means that there will be less conflicting demands on these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone.</i> <i>However these concerns are noted, and as some of the adjoining streets within HW have spare capacity it is recommended to provide a buffer zone for HA on Asdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.</i>	Provide a buffer zones for the HA zone in neighbouring streets in HW.
Address unknown	Been informed by a blind person that this will make street walking unsafe for some members of the community. Blind and those with visual impairments will have difficulty in knowing where the pavement ends and the road begins. For these reasons, please add my name to the objections for A & B in your plans. Welcome tree planting, I have been made aware that if the trees are not cared for, there is the risk of roots uplifting paving stones. Once again, this may present difficulties for the blind and partially sighted.	<i>The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location.</i> <i>Consultation directly with disability groups and other interested parties will be undertaken during the detailed design.</i> <i>It is recommended that consultation with disability groups and other interested parties takes place as part of the detailed design process to make sure the concerns are appropriately considered as part of the process.</i>	Consult with disability groups as part of the detailed design.

Road Name	Comments	Response	Recommendations
Address unknown	Concerned about options A & B. The reason for my concern is that I am not sure how a blind or partially sighted person will be able to manage using a shared surface? If there is no difference, how will a blind or partially sighted person know where the pavement ends and where the road starts? Presumably you have thought of this? I am also unsure of the idea of tree planting in relation to safety issues i.e. overhanging branches and blind / partially sighted people. I just wish to bring this matter to your attention whilst there is still time to consider if all the health and safety and equal opportunities issues have been addressed.	<i>The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location.</i> <i>Consultation directly with disability groups and other interested parties will be undertaken during the detailed design.</i> <i>It is recommended that consultation with disability groups and other interested parties takes place as part of the detailed design process to make sure the concerns are appropriately considered as part of the process.</i>	Consult with disability groups as part of the detailed design.

General

- 1) Would like to see a greater variety of shops in Harlesden
 - Although not a direct outcome of the project, regeneration projects like this have been seen to encourage a greater variety and take up of shops within an area.
- 2) Additional seating will encourage undesirables into the area
 - There is no evidence in other areas that increased seating will encourage more undesirables into an area. Combined with regeneration of an area however it may encourage more use by the local residents, shoppers etc. Investigate greater enforcement.
- 3) Trees attract birds, drop leaves, make footways uneven and low branches are dangerous for partially sighted.
 - The trees to be used within the scheme have been selected because they are appropriate to use on the public highway. They have a high compact crown which will not create a hazard for pedestrian or obstruct visibility, and have a root system that should not impact on the footway or adjoining buildings.
- 4) Poor cleanliness and the need for improvements to rubbish collections
 - Within the scheme we are working with street care to look at a new process for commercial waste collection that will improve cleanliness within the area.
- 5) Shop owners encroaching onto the footways obstructs pedestrians
 - Delineation of private forecourts will be included within the project in order to assist with enforcement
- 6) Banning HGVs / Strengthening the Mitre Bridge
 - It would not be possible to even to consider measures to reduce HGVs within Harlesden without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham (LBHF) and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years. Brent will continue to work with LBHF and LoBEG to bring the project forward as quickly as possible
- 7) Change the Tesco's car park to a multi storey car park
 - The car park is not owned by the council and therefore outside the remit of the scheme. However, it remains an aspiration of the Town Team, associated with the longer term regeneration of the town centre, to investigate issues associated with the use of the car park with the owner.

- 8) More formal crossings in the town centre
- Improvements to existing and the introduction of new formal and informal crossings are proposed within the project. A key aim of the scheme is to provide greater and safer pedestrian accessibility. However there has to be a balance with the need of other road users, Introduction of more formal crossings risks having a negative impact on congestion in the area.
- 9) More public toilets are needed in the area
- It is recommended to undertake further investigation into the provision of public toilets as part of detailed design
- 10) Why do footways on Craven Park Road need to be widened further?
- The wider footways on Craven Park Road increase the public realm area, allow for the possibility markets and narrow carriageways reducing the likelihood of double parking and are therefore considered an important
- 11) Concerns regarding reduction in lane widths resulting in increased congestion on Manor Park Road and Craven Park Road
- For the most part Manor Park Road will remain the same width although only a single lane will be marked out.
 - Both roads predominately operate currently as single lanes because of the existing road widths and double parking. Modelling of the scheme options that has taken place as part of the development of the scheme indicates that the formalisation of this single lane operation will not recreate additional congestion
- 12) Bins for dog mess
- It is recommended to include the provision of bins for dog mess in the detailed design.
- 13) One respondent expressed concern regarding access to the Salvation parking area
- It is noted that the existing situation is not ideal and therefore it is recommended to provide a dropped kerb to facilitate improved access.
- 14) Concerns regarding cyclists on footways and lack of cycling facilities
- Unfortunately the available widths are insufficient to facilitate cycle lanes in both directions of a safe width.
 - Improvement to traffic flow and removal/reduction in indiscriminate parking should improve safety for cyclist.
 - It is acknowledged that some experience difficulties with cyclists on the footways therefore it is proposed to refer this for improved enforcement.

Parking

15) Double parking is a problem

- Provision of CCTV enforcement is proposed to address the problem of illegal parking including double parking

16) Lack of disabled parking

- Whilst those with disabled badges can park anyway, acknowledged that if bays are full this does not help.
- It is recommended to provide additional disabled bays at strategic points.

17) Too much shared parking on Charlton Road and Bolton Road

- Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both pay and display users and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal.
- It is recommended to investigate reducing the number of shared use bays and concentrate them near the junctions in the vicinity of the shops.

18) Excessive car park prices

- The car park within the town centre is not owned by the council and therefore its pricing is outside our control.

19) Excessive on street parking prices

- The level of pricing of on street parking is outside the remit of the scheme. The comments will however be passed on to the parking team for consideration.

20) Requests for free parking particularly in areas away from the shopping areas.

- The provision of free parking is outside the remit of this scheme. The comments will however be passed on for consideration.

21) Reduction in hours of operation of parking and or removal of Saturday restriction

- No changes have been proposed to the hours of operation as part of the scheme as the current zones are all consistent. Changes to times of operation are outside the remit of this scheme and should be referred to the parking team for consideration.

22) Parking/loading issues on Park Parade near Manor Park Road junction causing hold ups

- It is recommended to investigate extending the 'No waiting/No loading at any time on Park Parade from the junction with Manor Park Road. This may be subject to a separate consultation.

23) Reduction in H zone reducing available places to park for those remaining in H zone

- Acknowledged reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only.
- The sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space.
- Surveys undertaken within the area indicated that there was already some spare capacity.
- However, it is recommended to investigate options for providing a buffer zone in adjacent streets.

24) HA zone is too small

- The majority of bays within HA zone will be made permit holder only rather than the current shared use. The removal of the current P&D parking in these bays means that there will be less conflicting demands on these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone.
- However these concerns are noted, and as some of the adjoining streets within HW have spare capacity it is recommended to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.

25) Loss of parking on Crownhill Road in Option B as opposed to option A

- It is recommended to investigate retaining the parking on Crownhill Road in Option B if Option B is progressed.

26) There are too many CPZs in a small area

- The number of zones is to address problems with inter-zone movements ie people from further afield coming into park for shopping, going to train station and taking up residents spaces.

27) A few residents' of High Street and Craven Park Road expressed concerns regarding the loss of residents parking on these streets.

- Surveys have suggested that the number of residents of Craven Park Road and High Street who own a car is low. There are issues with businesses obtaining residents permits which need to be addressed. However, it is noted that adjacent streets such as Nicoll Road may be considered some distance to walk therefore it is recommended to investigate alternative options for residents of High Street and Craven Park Road

Option B

28) Will disabled badge holders be permitted into the semi-pedestrianized High Street in Option B

- No, however opportunities in providing disabled parking in proximity to this area will be investigated.

29) Concerns about two way traffic on Manor Park Road and High Street.

- Drivers are used to 2 way traffic and the temporary traffic management during implementation will enable regular users to get used to it.
- Traffic modelling has been undertaken to ensure the proposals work in terms of traffic flow and do not result in greater congestion.

30) Manoeuvrability of large vehicles around junctions

- The design of the scheme options was based on the movement of maximum design articulated vehicles. The manoeuvring of large vehicles will be further investigated as part of the detailed design process.

31) A few respondents raised concerns about flush kerbs in shared areas and how safe they are for disability groups, particularly the blind and partially sighted.

- The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location. Consultation directly with disability groups and other interested parties will be undertaken during the detailed design.
- It is recommended that consultation with disability groups and other interested parties takes place as part of the detailed design process to make sure the concerns are appropriately considered as part of the process.

Nicoll Road

32) Concerned about increased parking in Nicoll Road

- The majority of this is likely to be during the day and gone in the evenings freeing up space for residents.
- Additional parking could act as traffic calming during the day when there are normally fewer vehicles parked on the road.

33) Concerned it will become a rat run

- Felt this is unlikely, although some locals may do this.
- A separate scheme due to be implemented around the same time is looking at 20mph zones and traffic calming in the area of Nicoll Road.

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APPENDIX F - EQUALITIES IMPACT ASSESSMENT HARLESDEN TOWN CENTRE AREA BASED SCHEME

Department: Environment and Neighbourhoods	Person Responsible: Tim Jackson
Service Area: Highway and Transport Delivery	Timescale for Equality Impact Assessment : Initial by 8 March 2012 (updated through the future development of the scheme for completion by October 2013)
Date: February 2012	Completion date: 7th March 2012
Name of service/policy/procedure/project etc: Harlesden Town Centre Area Based Scheme	Is the service/policy/procedure/project etc: New ☒ Old ☐
Predictive ☒ Retrospective ☐	Adverse impact ☒ Not found ☐ Found ☐ Service/policy/procedure/project etc, amended to stop or reduce adverse impact Yes ☒ No ☐
Is there likely to be a differential impact on any group? Possibly No ☐ Yes ☒	Please state below:
1. Grounds of race: Ethnicity, nationality or national origin e.g. people of different ethnic backgrounds including Gypsies and Travellers and Refugees/ Asylum Seekers No ☒ Yes ☐	2. Grounds of gender: Sex, marital status, transgendered people and people with caring responsibilities No ☐ Yes ☒
3. Grounds of disability: Physical or sensory impairment, mental disability or learning disability No ☐ Yes ☒	4. Grounds of faith or belief: Religion/faith including people who do not have a religion Yes ☐ No ☒
1. Grounds of sexual orientation: Lesbian, Gay and bisexual Yes ☐ No ☒	2. Grounds of age: Older people, children and young People No ☐ Yes ☒
Consultation conducted No ☐ Yes ☒	
Person responsible for monitoring: Tim Jackson / Hossein Amir-Hosseini	Date results due to be published and where: Highways Committee 20 th March 2012

Please note that you must complete this form if you are undertaking a formal Impact Needs/Requirement Assessment. You may also wish to use this form for guidance to undertake an initial assessment, please indicate.

1. What is the service/policy/procedure/project etc to be assessed?

Harlesden Town Centre Area Based Scheme

2. Briefly describe the aim of the service/policy etc? What needs or duties is it designed to meet? How does it differ from any existing services/ policies etc in this area

Background

Harlesden Town Centre is at the centre of a diverse community, yet like many places its status has been progressively reduced so that it has increasingly become a place of motor traffic domination, broken pedestrian preferred routes, inadequate investment and maintenance, road danger and declining areas of public space.

The Council's vision for Harlesden is to bring about a major shift in the commercial ranking and quality of Harlesden town centre, enabling it to better serve and contribute to the regeneration of its residential and industrial hinterland, and to become an attractive place that people will want to visit, linger, socialise and spend money.

Over the last couple of years, Brent Council have been working closely with the Harlesden Town Team 2010, a local community group set up in 2010 to help promote positive change in Harlesden. Our partnership led to the publication of the 'Harlesden Town Charter – A Vision for Harlesden', which sets out the community's vision for improving Harlesden over the next 10 to 15 years.

As a major first step towards realising the aspirations of the Charter, a large multi-million pound scheme for Harlesden Town Centre has been developed in conjunction with the Town Team.

The Proposals

The proposals for the Town Centre project consist of two options (Option A and Option B) which are detailed in the consultation documents and attached as Appendix A.

Option A retains the existing gyratory system for traffic movements around the town centre and consists of:

- Wider footways to provide more space for pedestrians and small areas of public space with seating and greenery.
- Less street clutter by removing unnecessary signage, guardrails etc. and renewing or improving the remaining items, making the street more attractive, less obstructed and safer for pedestrians.
- New cycle parking and more accessible bus stops to promote sustainable transport.
- New litter and recycling bins positioned in locations that will maximise their use.
- High quality paving.
- Safer and more accessible crossing points for pedestrians.
- Raising the carriageway to footway level across side roads to assist pedestrians crossing the roads.
- More trees will be planted throughout the area to make the streetscape more attractive. Trees help to improve air quality and reduce pollution and improve the quality of life by promoting a sense of wellbeing.
- Reduced resident permit parking on the High Street and Craven Park Road and an increase in Pay & Display and loading bays to free up space for passing trade and short term parking during the day.
- Amendments to the boundaries of the Controlled Parking Zones.
- The provision of additional permit parking within the adjoining Controlled Parking Zones to accommodate the displacement of residential parking from the High Street and Craven Park Road during the day.
- CCTV for enforcement of parking restrictions plus improved beat enforcement.

As well as all the improvements proposed in Option A, Option B consists of a shared space/pedestrian priority area in High Street Harlesden between Jubilee Clock and Tavistock Road. While buses and cyclists will be allowed to pass through the shared space, all other motor vehicles will be prohibited with the exception of deliveries which will be permitted before 10am and after 4pm.

Changes are required to the traffic circulatory system to accommodate the prohibition of motor vehicle on the High Street these include:

- Changing Tavistock Road to one way south westbound and Crownhill Road to one way north eastbound.
- Changing Manor Park Road to two way between Tavistock Road and High Street Harlesden.
- Changing High Street Harlesden to two way between Manor Park Road and Wendover Road.
- Providing CCTV for enforcement of the prohibition of vehicles on High Street, Harlesden.

In addition zebra crossings are proposed on Tavistock Road at its junction with Manor Park Road and both ends of Crownhill Road.

It should be noted that design of the shared space/pedestrian priority area has not been decided on. Shared areas do not always consist of flush areas and kerbs can be installed. Should Option B be progressed the design of this area is still to be finalised in consultation with the Town Team and disability groups.

3. Are the aims consistent with the council's Comprehensive Equality Policy?

These proposals are consistent with the Council's aim to ensure that the services we provide are relevant to the needs of the community.

The purpose of this policy is to ensure that services are relevant, responsive and sensitive and we are deemed to be fair and equitable by our service users.

4. Is there any evidence to suggest that this could affect some groups of people? Is there an adverse impact around race/gender/disability/faith/sexual orientation/health etc? What are the reasons for this adverse impact?

This equality impact assessment is being undertaken to determine the impact of the proposals being developed for Harlesden Town Centre Area Based Scheme on the eight equality strands namely age; race; disability; gender; faith, sexuality, maternity and pregnancy.

Some issues which may affect people on the bases of disability and age have been identified and mitigation measures have been put in place these include:

- Lack of disabled bays – It is proposed to provide additional bays at strategic points;
- Concerns about shared spaces and their effect on the visually impaired – Consultation directly with disability groups will be undertaken throughout the detailed design to address concerns;
- Loss of parking bays in the High Street and Craven Park Road resulting in an increase in walking distance for residents which could have an adverse effect on the elderly, those with disabilities and those who are pregnant or with young children. – Further consideration is to be given to the provision of residents parking in closer proximity.

The project is on-going and this initial EIA will continue to be updated and evolve as project progress and issues arise/ are resolved

Annexe B provides detail on the equality strand analysis.

5. Please describe the evidence you have used to make your judgement. What existing data for example (qualitative or quantitative) have you used to form your judgement? Please supply us with the evidence you used to make your judgement separately (by race, gender and disability etc).

The issues/ impacts identified are based on census data plus site surveys/ conditions to assess risk. Further consideration has been given to the findings of the consultation process in Annexe C.

Please refer to Annexe B for the equality strand analysis and comprehensive detail on the sources used.

6. Are there any unmet needs/requirements that can be identified that affect specific groups? (Please refer to provisions of the Disability Discrimination Act and the regulations on sexual orientation and faith, Age regulations/legislation if applicable)

An analysis of the equality strands is available in Annexe B.

7. Have you consulted externally as part of your assessment? Who have you consulted with? What methods did you use? What have you done with the results i.e. how do you intend to use the information gathered as part of the consultation?

Consultation Procedure

The consultation document, questionnaire and ethnic monitoring questionnaire attached in Appendix A was sent out to 11313 residents and businesses in the area Zones on 6th January 2012 with a closing date of 10th February 2012. This included all properties within the existing Controlled Parking Zones H, HS, HW and HY including properties within the extended HY zone to be implemented in April 2012.

Following an error being identified in the documentation a letter was sent out to all residents to advise them of the correction and advise them of an extension to the consultation period to 17th February 2012.

The consultation pack was also sent to the local Ward Councillors, all organisation/interest groups and statutory authorities including the emergency services.

The consultation pack was also available on the councils' website plus additional information which included:

Details of existing and projected traffic flows

Details of changes to the bus routes

A list of Frequently asked Questions

Larger scale plans were displayed at Harlesden Library for the duration of the consultation for people to view. Copies of the Harlesden Town Charter and Frequently asked Questions were available for people to take away.

Public Exhibitions were held at the Salvation Army Hall on Manor Park Road on:

Monday 23rd January 2012 between 4pm and 8pm

Wednesday 25th January 2012 between 4pm and 8pm

Saturday 28th January 2012 between 10am and 2pm

Monday 30th January 2012 between 1.30pm and 5pm

Tuesday 31st January 2012 between 6pm and 9pm

Council Officers and members of Harlesden Town Team 2010 were in attendance to discuss the options and answer any questions.

Members of the Town Team undertook small events on street to assist with advertisement of the exhibitions and encourage residents and businesses to come along and respond to the consultation. They visited all the businesses individually on the High Street and Craven Park Road to ensure they had received a copy of the consultation pack and encourage them to return it.

8. Have you published the results of the consultation, if so where?

The results of the formal consultation are published with the report to the Councils Highways Committee on 20th March 2012. Additionally the information will be available on the Council Harlesden Town Centre website. All 11313 residents and businesses that were consulted on the proposals will be informed of the results.

9. Is there a public concern (in the media etc) that this function or policy is being operated in a discriminatory manner?

No, although a small number of responses to the consultation have raised equality impact concerns and these are analysed in this document.

10. If in your judgement, the proposed service/policy etc does have an adverse impact, can that impact be justified? You need to think about whether the proposed service/policy etc will have a positive or negative effect on the promotion of equality of opportunity, if it will help eliminate discrimination in any way, or encourage or hinder community relations.

The proposed scheme is not judged to be discriminatory or hinder community relations; there are a couple of issues of concern that will be mitigated through process and design through the detailed design element of the project.

11. If the impact cannot be justified, how do you intend to deal with it?

Not applicable.

12. What can be done to improve access to/take up of services?

There is a recognition that any proposals aimed at changing the "look and feel" of the Town Centre need to be understood and owned by the local community. In developing proposals for Harlesden, officers have developed and are working within an engagement framework that is radically different from the approach traditionally employed for transport/public realm schemes. At the outset

Over the last couple of years, Brent Council have been working closely with the Harlesden Town Team 2010, a local community group set up in 2010 to help promote positive change in Harlesden. Our partnership led to the publication of the 'Harlesden Town Charter – A Vision for Harlesden', which sets out the community's vision for improving Harlesden over the next 10 to 15 years. We will continue to work with the Town Team 2010 throughout the life of the project to maximise access and involvement from the community.

13. What is the justification for taking these measures?

The introduction of the town centre project will bring about a major shift in the commercial ranking and quality of Harlesden town centre, enabling it to better serve the community, contribute to the regeneration of the area, and to become an attractive place that people will want to visit, linger, socialise and spend money.

14. Please provide us with separate evidence of how you intend to monitor in the future. Please give the name of the person who will be responsible for this on the front page.

The process / mechanisms for the monitoring will be developed through the detailed design of the project.

Tim Jackson / Hossein Amir-Hosseini

Should you

1. Take any immediate action?
2. Develop equality objectives and targets based on the conclusions?
3. Carry out further research?

The issues identified through the consultation will continue to be investigated through the development of the project with close involvement with the Town Team 2010, other elements of the community and relevant interested groups

16. If equality objectives and targets need to be developed, please list them here.

Not applicable.

17. What will your resource allocation for action comprise of?

Transport for London area based scheme funding.

If you need more space for any of your answers please continue on a separate sheet

Signed by the manager undertaking the assessment:

Full name (in capitals please):

Tim Jackson

Date:

Service Area and position in the council:

Head of Transportation, Highway and Transport Delivery Service, Environment and Neighbourhoods

Details of others involved in the assessment - auditing team/peer review:

Hossein Amir-Hosseini- Design Group

ANNEXE A - Baseline Data and Intelligence Gathering

EQIA Process

There are four main stages in the EQIA process. The fifth stage is a post implementation of any equalities impacts from the proposal. These are set out in the table below.

Initial screen	Stage 1	Baseline data and intelligence gathering
	Stage 2	EQIA Scoping Assessment
	Stage 3	Consultation & consideration of the impacts
Full Impact Assessment	Stage 4	Production of Final EQIA with suggested mitigation
Post Screen	Stage 5	Monitor the EQIA impacts of Harlesden High Street Study

This initial strand analysis represents an initial screen to stage 3 of the process. A full and final impact assessment can only be produce once the detailed design of the project is completed.

Introduction

The equality assessment is being undertaken to determine the impact of the proposal Harlesden Town Project.

This assessment represents and initial screen and the full impact assessment will be developed during the detailed design of the project.

This initial assessment impacts on the equality strands that are included within the table below.

The assessment is based on census data, management information, and demographic analysis from Mosaic, and outcomes of recent consultation. We have cited the census 2001 data to ascertain knowledge of the resident demography. It is acknowledged that this census data is ten years old but the census 2011 information will not be available until next year.

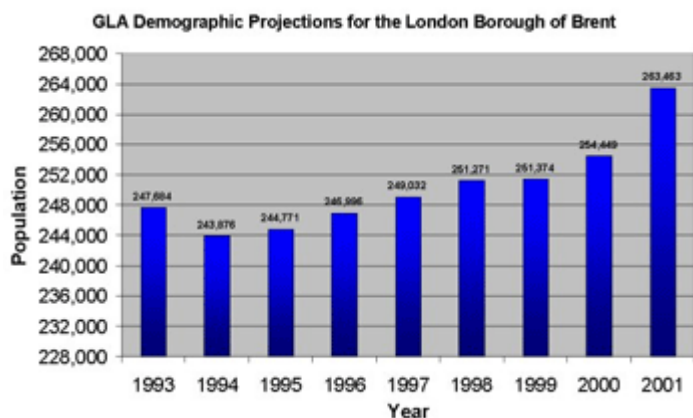
Potentially affected wards

The wards directly affected are Harlesden and Kensal Green.

Brent's Population

Brent's population at the time of the 2001 census release was 263,464 and the Borough has experienced a growth rate of 3.2% since 1991.

Brent has a high level of natural change, and is also characterised by a high levels of migration out of the borough which is responsible for the low level of overall population growth between 1991 and 1999. The fall in Brent's population in 1994 is due to the boundary change that occurred at the time.



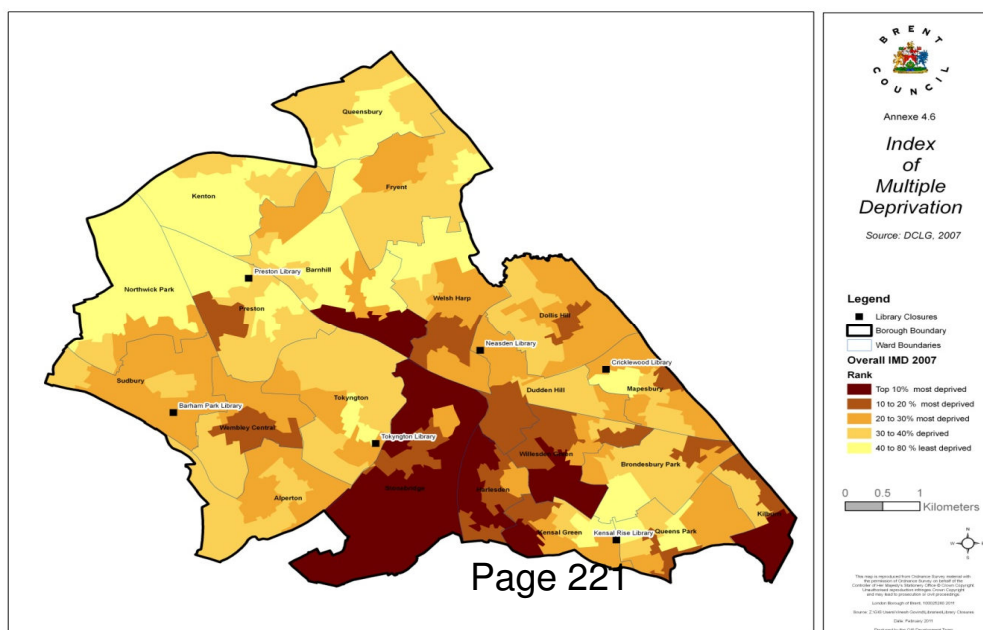
It should be noted that Brent has a high level of migrant residents.

Income and Deprivation

Whilst income and deprivation is not an equality strand, the results of the consultation indicated that some of the residents are concerned with the effect of the introduction of the town centre changes.

Although many of Brent's residents are affluent, parts of the borough continue to suffer high levels of social and economic disadvantage. Nationally, Brent is ranked 53rd out of 354 areas in the Indices of Multiple Deprivation (IMD) 2007 (1=most deprived, 354=least deprived). This is a drop of 28 places from 2004, moving Brent from being within the 25% most deprived local authorities in the country to be within the 15% most deprived.

The map below identifies areas of highest deprivation.



The table below ranks wards according to their IMD.

Deprivation

ODPM Indices of Deprivation 2004 (<i>Ward level figures</i>)								
Ward Name	IMD Rank	Rank of Income Domain	Rank of Employment Domain	Rank of Health Domain	Rank of Education Domain	Rank of Housing Domain	Rank of Crime Domain	Rank of Living env Domain
Alpertown	12416	9046	16582	21619	17212	2539	15327	17098
Barnhill	14371	10942	16579	17611	22538	3024	13507	23256
Brondesbury Park	12772	11650	14025	16489	25510	4065	7109	18142
Dollis Hill	12899	9024	14553	20129	18731	4104	15962	17636
Dudden Hill	12791	10532	14408	19566	21672	3934	9555	16698
Fryent	14706	10971	16499	20240	23624	4708	12843	15872
Harlesden	4089	2083	3849	10354	12764	3881	5702	12610
Kensal Green	8852	7534	9000	14626	19315	4968	8378	9834
Kenton	21567	19420	22680	23701	29313	5368	15927	19313
Kilburn	6312	5156	6397	9243	17028	4112	5377	16554
Mapesbury	11585	10031	11766	13904	24288	4821	9143	14884
Northwick Park	20070	17921	22460	23226	28333	3865	18161	20262
Preston	17282	12984	19279	21036	26374	4591	17907	19329
Queens Park	11518	10536	11522	15239	23013	5289	8839	11301
Queensbury	16652	12125	18695	21421	24726	4694	14805	20363
Stonebridge	3920	2115	5396	12528	11250	1698	8829	13042
Sudbury	11671	9312	15148	17486	22162	2285	11387	17735
Tokington	13109	10170	14522	20244	20934	3698	13336	18436
Welsh Harp	12020	9398	14648	20003	19233	3416	12767	12620
Wembley Central	9002	7052	11129	16146	17888	3746	7649	11216
Willesden Green	9244	6980	10168	14005	20878	3947	8902	13776

IMD and domains

The IMD 2004 was constructed by combining the seven transformed domain scores for Lower Level Super Output Areas. The Lower Layer comprises groupings of Output Areas and has a minimum population size of 1,000 persons. Each zone in the lower layer is constrained within Census ward boundaries.

IMD Ward Ranks

Ward Ranks have been obtained using an average of the combined Lower Super Output Area SOA ranks for each ward. The SOA with a rank of 1 is the most deprived, and 32482 the least deprived, on this overall measure.

Areas of High Deprivation

The wards highlighted in orange contain combined SOA,s with an average IMD that falls within the top 15% deprived SOA's in the country. Just over a third of SOA,s in Stonebridge ward fall into the 10% most deprived category.

Source: 2001 Census

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The neighbourhoods experiencing the highest levels of deprivation are largely located in the south of Brent. However, this situation is changing with high levels of deprivation now seen in pockets of the north of the borough. The most deprived residents also have the lowest income levels, highest unemployment levels, poor and overcrowded housing and the worst health outcomes.

In conclusion, Harlesden is classified the second highest level of deprivation when compared to other wards in the borough

ANNEXE B - EQIA Scoping Assessment

Stage 2

Details of the project – Impact Assessment

Elements of the project	Equality Strands							
	Age	Race	Disability	Gender	Faith/ Religion	Sexual Orientation	Pregnancy	Income Groups
Reducing Street Clutter/obstructions by removing unnecessary street furniture, and defining private forecourt to allow enforcement of illegal trading.	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>	<i><u>The reduction of clutter and illegal trading will have a positive impact in terms of helping to improve the ease of navigation around public spaces.</u></i>
Providing a modern, high quality attractive, simple, unfussy, high quality public realm with new tree planting	There is no identified impact from the provision of new materials.	There is no identified impact from the provision of new materials.	There is an identified impact with the provision of new materials.	There is no identified impact from the provision of new materials.	There is no identified impact from the provision of new materials.	There is no identified impact from the provision of new materials.	There is no identified impact from the provision of new materials.	There is no identified impact from the provision of new materials.
Improving linkages around the area via new and improved pedestrian crossing and raised side road entry treatments	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>	<i><u>This is a positive impact on this equality target group as the improved linkages enables access of target groups to each other and access to goods and services in the Town Centre</u></i>

Elements of the project	Equality Strands							
	Age	Race	Disability	Gender	Faith/ Religion	Sexual Orientation	Pregnancy	Income Groups
Reduce resident permit parking on the High Road and Craven Park Road increasing loading and pay and display	It is recognised that there will be an increasing walking distance for residents, alternative options for residents will be considered. <u>It will however have a positive impact of allowing easier access for older people to load and utilise P&D parking close to the shops</u>	There is no direct impact due to issues of race	It is recognised that there will be less opportunity for disabled parking to take place. Options for the inclusion of dedicated disabled bays will be investigated. <u>There is a positive impact on this equality target group allowing easier access for loading and utilising P&D parking close to the shops</u>	There is no direct impact due to issues of gender.	There is no direct impact due to issues of religion.	There is no direct impact due to issues of sexual orientation.	It is recognised that there will be an increasing walking distance for residents , alternative options for residents will be considered <u>There is a positive impact on this equality target group allowing easier access for loading and utilising P&D parking close to the shops</u>	There is no direct impact due to issues of income.
Amendments to the CPZ boundaries	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time	There is no identified impact from changing the CPZ boundaries at this time
CCTV enforcement of parking restrictions	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time	There is no identified impact from CCTV enforcement of parking restrictions at this time

Elements of the project	Equality Strands							
	Age	Race	Disability	Gender	Faith/Religion	Sexual Orientation	Pregnancy	Income Groups
Introduction of shared/pedestrian priority area in High Street between Jubilee Clock and Tavistock Road	There is potentially an adverse impact for children and older people in this group as the shared surfaces could be difficult to navigate. Careful design needs to be undertaken fully engaging the affected parties to make sure an appropriate scheme is developed	At this stage, with the details available for assessment, there is no impact of the details of the scheme proposed in this section	There is potentially an adverse impact to people elements in this group (blind/ partially sighted) as the shared surfaces could be difficult to navigate. Careful design needs to be undertaken fully engaging the affected parties to make sure an appropriate scheme is developed <i>There is also potentially a positive impact on other elements within the group (mobility impaired) as the shared surface could be easier to navigate dependant on the final design.</i>	At this stage, with the details available for assessment, there is no impact of the details of the scheme proposed in this section	At this stage, with the details available for assessment, there is no impact of the details of the scheme proposed in this section	At this stage, with the details available for assessment, there is no impact of the details of the scheme proposed in this section	At this stage, with the details available for assessment, there is no impact of the details of the scheme proposed in this section	At this stage, with the details available for assessment, there is no impact of the details of the scheme proposed in this section

Page 225

Key:

Potential Adverse Impact

Neutral Impact

Positive Impact

ANNEXE C - Consultation

Consultation Analysis and Responses

A total of 904 questionnaires were returned giving a return rate of 8% for the whole area. Of these returns 18% came from the H zone, 22% from the HS zone, 41% from the HW zone and 19% from the HY zone.

A summary of the equalities questionnaires are included below.

The results of the consultation are summarised as follows:

Question 1: Which option do you prefer? The table below summarises the responses by CPZ zone and the overall total.

ZONE	No of Consultees	Option A (% of zone)	Option B (% of zone)	No Preference (% of zone)	Neither (% in zone)	TOTAL (%of Zone)
H	2201	44 (27%)	78 (48%)	11 (7%)	31 (19%)	164 (7.5%)
HS	2415	47 (24%)	102 (52%)	24 (12%)	24 (12%)	197 (8.2%)
HW	3938	88 (24%)	220 (59%)	29 (8%)	33 (9%)	370 (9.4%)
HY	2759	34 (20%)	95 (55%)	21 (12%)	23 (13%)	173 (6.3%)
TOTAL	11313	213 (24%)	495 (55%)	85 (9%)	111 (12%)	893 (8%)

Question 2: If you responded 'Neither' which elements do you object to?

111 people responded that they did not like either options. Of these 45 (41%) objected to the provision of wider footways, 24 (22%) objected to the provision of raised junctions, 38 (34%) objected to the provision of additional trees in the area, 31 (28%) objected to the reduction in street clutter, 45 (41%) objected to the Controlled Parking Zone boundary changes, 49 (44%) objected to the proposed changes to the parking and 45 (41%) objected to the use of CCTV enforcement.

Responses were received from across the whole of the consultation area with the most coming from the HW zone. In regards to individual roads the High Street received the most responses (45) although it only amounted to 6.4% of the total

Of the roads within the immediate boundaries of the scheme which includes the roads with changes to the parking restrictions there was a 7.6% response

The key comments and engineer recommendations include:

1. Shop owners encroaching onto the footways obstruct pedestrians.

Delineation of private forecourts will be included within the project in order to assist with enforcement

2. Banning HGVs / Strengthening the Mitre Bridge.

It would not be possible even to consider measures to reduce HGVs within Harlesden area without alternative routes being available. The key one of these being Scrubbs Lane which requires Improvements to a week bridge (Mitre Bridge). This lies within the London Borough of Hammersmith and Fulham (LBHF) and has been prioritised by the London Bridges Engineering Group (LoBEG) for investment. Realistically however this will not take place for the next 5 to 10 years. Brent will continue to work with LBHF and LoBEG to bring the project forward as quickly as possible

3. More public toilets needed in the area.

It is recommended to undertake further investigation into the provision of public toilets as part of detailed design

4. Bins for dog mess.

It is recommended to include the provision of bins for dog mess in the detailed design.

5. One respondent expressed concern regarding access to the Salvation parking area.

It is noted that the existing situation is not ideal and therefore it is recommended to provide a dropped kerb to facilitate improved access.

6. Lack of disabled parking;

Whilst those with disabled badges can park anyway, acknowledged that if bays are full this does not help.

It is recommended to provide additional disabled bays at strategic points within the scheme.

7. Parking/loading issues on Park Parade near Manor Park Road junction causing hold ups.

It is recommended to investigate extending the 'No waiting/No loading at any time on Park Parade from the junction with Manor Park Road. This may be subject to a separate consultation.

8. Too much shared parking on Charlton Road and Bolton Road.

Parking on Charlton Road and Bolton Road is either permit holder, or shared use meaning that it's available for both pay and display users and permit holders. There is however a disproportionately high level of shared use bays on these sections of road within the proposal.

It is recommended to investigate reducing the number of shared use bays and concentrate them near the junctions in the vicinity of the shops.

9. Reduction in H zone reducing available places to park for those remaining in H zone.

It is acknowledged that there will be reduced ability to park in or closer to the town centre, this is part of the aim of the scheme to dedicate parking for shoppers and loading only. However the sections of the old H zone removed from the new H zone will no longer be able to come and park closer to the station, which used to take place, therefore freeing up additional space. Surveys undertaken within the area indicated that there was already some spare capacity.

However, it is recommended to investigate options for providing a buffer zone in adjacent streets.

10. HA zone is too small.

The majority of bays within HA zone will be made permit holder only rather than the current shared use. The removal of the current P&D parking in these bays means that there will be less conflicting demands on these bays. Surveys undertaken as part of the development of the scheme would indicate that there should be sufficient capacity within the new zone.

However these concerns are noted, and as some of the adjoining streets within HW have spare capacity it is recommended to provide a buffer zone for HA on Ashdown Road, Burns Road and St John Avenue. A buffer zone means that residents of HA will be able to park on these roads in HW, but the residents of these roads

will not be able to park in HA. Take up of these buffer zone spaces is expected to be low and is unlikely to have any impact on the operation of these roads.

11. Loss of parking on Crownhill Road in Option B as opposed to option A.

It is recommended to investigate retaining the parking on Crownhill Road in Option B if Option B is progressed.

12. A few residents' of High Street and Craven Park Road expressed concerns regarding the loss of residents parking on these streets;

Surveys have suggested that the number of residents of Craven Park Road and High Street who own a car is low. There are issues with businesses obtaining residents permits which need to be addressed. However, it is noted that adjacent streets such as Nicoll Road may be considered some distance to walk therefore it is recommended to investigate alternative options for residents of High Street and Craven Park Road

13. Will disabled badge holders be permitted into the semi-pedestrianised High Street in Option B.

No, however opportunities in providing disabled parking in proximity to this area will be investigated.

14. A few respondents raised concerns about flush kerbs in shared areas and how safe they are for disability groups, particularly the blind and partially sighted.

The design of the shared area has not yet been finalised, it is not essential that a shared area has flush kerbs and therefore this may not necessarily be what is used at this location. Consultation directly with disability groups and other interested parties will be undertaken during the detailed design.

It is recommended that consultation with disability groups and other interested parties takes place as part of the detailed design process to make sure the concerns are appropriately considered as part of the process

Equality Questionnaire responses.

The tables below detail the responses to the equalities questionnaire which was included within the consultation pack in comparison to baseline levels contained within the 2001 census. The 11313 consultation documents sent out represent almost 50% of the population of the Harlesden and Kensal Green wards. However with a response rate of 8% and within that there was a widely varying response rate to the individual equalities questions. It is to be expected that there will be variation between the figures. Notable variation are discussed below

In regards to age, the consultation shows a significantly lower level of under 25's responding to the consultation with an over representation particularly from the older age groups. This is to be expected with the consultation process of one response per householder as the younger age groups are less likely to be homeowners or heads of household.

There is diverse response rate in regards to ethnic group. It is of note that the response rate from the Asian's groups were about half of the ward average, with a higher representation within the consultation from Black British and White groups.

In regards to gender there is higher response rate from males, although 44% were from females. This again is likely to relate to the one response per household process for the consultation.

In regards to religion there was a lower response from Hindu's than the baseline. This was principally balanced by a higher representation of 'no religion' responses.

With regards to disability it is found that we received disproportion level of Responses (16.6% of the total disabled population of the two wards based on the census data) in comparison to ward baseline. This demonstrates that the

views express within the consultation clearly represents the views of this equality strand. Therefore, their views are adequately represented.

There is no baseline data on pregnancy, sexual orientation and gender reassignment.

	Ethnic Group - Asian Or Asian British					Black British				Chinese or other ethnic group			White			Mixed Race/ Dual Heritage			
	Indian	Pakistani	Bangladeshi	British	Other	Caribbean	African	British	Black Other	Chinese	Chinese British	Any other	British	Irish	White Other	White/ Black Caribb'n	White/ Black African	White/ Asian	other
Return (Nr.)	24	10		23	32	88	58	54	9	2	2	17	235	45	129	12	4	10	5
(%)	3%	1%	0%	3%	4%	12%	8%	7%	1%	0%	0%	2%	31%	6%	17%	2%	1%	1%	1%
H(%)	18.5	4	0.4	n/a	4.8	10.5	7.8	n/a	1.6	1.1	n/a	2.3	29.2	7	9.1	1	0.7	1	1.1
KG(%)	8.8	1	.1	n/a	1.9	16.7	7.5	n/a	2.5	0.5	n/a	2.4	33.9	7.8	11.5	2.8	0.8	0.9	1
Avg %	13.65	2.5	0.25	n/a	3.35	13.6	7.65	n/a	2.05	0.8	n/a	2.35	31.55	7.4	10.3	1.9	0.75	0.95	1.05

	What is your religion?											
	Christian	Muslim	Jewish	Buddhist	Sikh	Jain	Hindu	Baha'i	No Religion	Other	Prefer not to say	
return (nr)	406	67	3	11			22		129	27	54	
Percentage	56%	9%	0%	2%	0%	0%	3%	0%	18%	4%	8%	
H Ward %	47.7	12.3	2.5	0.9	0.7	n/a	17.2	n/a	10	1.1	7.7	
KG Ward %	58.5	7.1	.6	.6	.1	n/a	8.3	n/a	15.5	.7	8.7	
Ward Avg %	53.1	9.7	1.55	0.75	0.85	n/a	12.75	n/a	12.75	0.9	8.2	

Gender Reassignment		
Yes	NO	Prefer not to say
13	224	128
4%	61%	35%
Data not available		

	What is your gender?	
	Male	Female
Consultation return (nr)	358	283
Percentage	56	44
Harlesden Ward (%)	48	52
Kensal Green Ward (%)	48	52
Ward Average (%)	48	52

Do you consider yourself to be a disabled person?	
YES	NO
109	230
32%	68%
3%	
2.7%	
2.85%	

Currently Pregnant/Maternity leave		
Pregnant	Maternity Leave	Prefer not to say
11	16	27
20%	30%	50%
Data Not Available		

	To which age group do you belong?						
	15-24	25-44	45-54	55-64	65-74	75-84	85+
return (nr)	17	219	180	117	90	50	15
Percentage	2	32	26	17	13	7	2
H Ward %	16.4	36	13.4	4.2	6	2.5	0.8
KG Ward %	14.1	39.3	14.6	4.6	6.7	3.2	1.2
Ward Avg %	15.25	37.65	14	4.4	6.35	2.85	1

What is your sexual orientation?				
Lesbian	Gay	Hetrosexual	Bisexual	Prefer not to say
18	6	184	8	129
5	2	53	2	37
Data not available				

Final Assessment

In the final stage, following the detailed design, the assessment matrix will be amended taking on board the changes/process proposed following the consultation stage.

Harlesden Town Centre Development

Air Quality Assessment



27 February 2012

Document Control

Client	London Borough of Brent	Principal Contact	Naomi Barnes
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Reference Number	SR/11228/11
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Report Prepared By:	Stephen Inch
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About the Author**Stephen Inch****Qualifications:**

BSc (Joint Hons) Physics & Philosophy (1999)

MSc Environmental Diagnosis (2005)

Key Experience:

Stephen has worked in Air Quality for six years, beginning in private sector consultancy and moving to Brent Council in 2009. Working mainly in the field of Industrial Emissions control and regulation Stephen also has experience of wider Air Quality concerns including assessing the impacts of new residential and commercial developments. Stephen has been developing a practical approach to assessing new CHP and biomass projects proposed for the Brent Council area and has contributed to the wider debate with other agencies including the GLA.

Contents

1. Introduction.	4
1.1 Harlesden Town Centre Development.....	4
1.2 Air Quality Standards.	4
1.3 Scope.....	5
2. Model Design.	7
2.1 Background Data.....	7
2.2 Traffic Data.....	7
2.3 Scenarios.	8
3. Results.....	9
3.1 Model Verification	9
3.2 Option A NO ₂ results.....	11
3.3 Option B NO ₂ results.....	13
3.4 Particulate matter results.	17
4. Summary and conclusion.	21
4.1 Summary.....	21
4.2 Conclusion.....	22

1. Introduction.

1.1 Harlesden Town Centre Development.

The London Borough of Brent is currently consulting the public and stakeholders on proposals to improve the town centre. Previous work has narrowed the possibilities down to two, known as Option A and Option B.

The purpose of this report is to examine the effect on local Air Pollution of the two schemes and, in particular, to model how the changes in road design will affect the concentration and dispersion of pollutants from traffic exhaust and assess this against the relevant Air Quality Standards.

1.2 Air Quality Standards.

UK Air Quality Standards set the maximum concentrations of a variety of common pollutants that should not be exceeded in ambient air. The standards are based on EU requirements and, ultimately, on WHO research into the health effects of pollutants.

When considering the effects of traffic the two most important pollutants are Nitrogen Dioxide and Particulate Matter.

Nitrogen Dioxide (NO₂) is emitted directly from combustion engines along with Nitric Oxide. Nitric Oxide can also be transformed into NO₂ by reactions with Ozone, sunlight and Volatile Organic Compounds in the atmosphere.

Particulate Matter less than 10 microns across (PM₁₀) is small enough to pass through the mouth and nose to the lungs and is considered to be pollution. PM₁₀ is emitted directly from combustion in vehicle engines and from Tyre and Break wear during driving.

For both pollutants 2 separate standards have been set for long term and short term exposure:

Pollutant	Long Term Exposure Limit
Nitrogen Dioxide	40 µg/m ³ annual mean concentration.
Particulate Matter	40 µg/m ³ annual mean concentration.

Pollutant	Short Term Exposure Limit	Maximum number of exceedences
Nitrogen Dioxide	200 µg/m ³ hourly mean concentration.	18 per year.
Particulate Matter	50 µg/m ³ hourly mean concentration.	35 per year.

Wherever these limits are exceeded Local Authorities are required to declare an “Air Quality Management Area” and come up with an action plan to tackle Air Pollution. In common with most London Boroughs Brent has had to declare an AQMA for pollution resulting from road traffic emissions. Harlesden Town Centre is within Brent’s AQMA and Air Quality is a material consideration for any proposed development in this area.

Even within an AQMA, however, care must be used to establish relevant exposure if a breach of the limits is predicted. Shoppers and casual visitors to street are unlikely to be effected by high long term concentrations so pavements and other outdoor areas would usually be assessed against the short term limits whereas houses, schools, workplaces and other areas where people spend extended periods of time would usually be assessed against long term limits.

1.3 Scope

The map below shows the extent of the study area over which the Air Quality was modelled:



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The study area matches the area being considered for the Harlesden Town Centre Development proposals.

The modelling project has considered the two proposals for development that are currently out for consultation as well as modelling the current situation as a means of model validation and as a basis for comparison.

2. Model Design.

Atmospheric dispersion modelling was undertaken using the ADMS-Urban model which is commonly used in micro-scale Air Quality modelling. The model has been extensively validated against real world situations.

The modelling treats each road or section of road as a source of pollution with emission factors for Oxides of Nitrogen (NO_x), Particulate Matter and Volatile Organic Compounds related to the traffic flow, speed and make up. For the purposes of this study we divided the roads under consideration into three types: free flowing sections, slowing for the lights sections and crossing the junctions in the various allowed directions.

2.1 Background Data

Although sited within the study area Data from the Brent 6 monitoring site was not used as input for the model as it is not possible to distinguish background concentrations from local sources using just one monitoring station. This data was used for model verification.

For the purposes of this study we used background concentrations of NO_x, NO₂ and PM₁₀ for 2011 from National Atmospheric Emissions Inventory (NAEI). The NAEI is prepared by AEA for DEFRA and has specific data sets for local air quality modelling which give background concentrations for various pollutants with local sources (such as roads) excluded.

Ozone is not included in the NAEI so we used data from the nearby North Kensington Air Quality Monitoring Station. As Ozone is not emitted as a primary pollutant from traffic sources this represents a good measure of the background levels.

Meteorological data from Heathrow was used as this is the nearest site where all the various features needed for Air Quality modelling are recorded.

2.2 Traffic Data

Traffic data was taken directly from traffic counts and journey time surveys undertaken by Count on Us Transport Data Collection in March 2011.

The length of the slowing zones for each junction was calculated from the measured and modelled traffic queue lengths provided by Brent transport department.

Using fleet composition and speed for each road link and allowed junction crossing Emissions Factors were calculated using the DEFRA/DfT Emissions Factor Toolkit (EFT). The EFT uses data from measured emissions across the drive cycle for a variety of vehicles to derive its emission factors and is designed for use in this kind of modelling.

2.3 Scenarios.

Three scenarios were modelled:

- A no change scenario reflecting the current road design
- Proposed Option A where the road layout and one way system is kept as is but most of the pavements are widened
- Proposed Option B where a section of High Street is re-assigned for buses and the one-way system is re-designed to move the displaced traffic through High Street and Manor Park.

Model details for the no change scenario were based on the road layout and traffic flows as they are now.

For the Option A scenario all the traffic counts and speeds were kept the same as in the no change scenario as the transit modelling showed very little change at the junctions modelled.

Most of the roads in the study area are to be narrowed under Option A and this change was fed into the model.

The effect of narrowing roads on traffic speed, flow and queuing has not been considered in this model as this was not available. I note, however, that the Transyt modelling of the junctions predicted no change in queue lengths under this scenario suggesting that the overall flow is expected to remain similar to the existing situation.

Option B involves a more radical redesign:

The North/South section of High Street is to become a Bus only Road, the rest of High Street and the Southern portion of Manor Park Road made 2 way, Tavistock Road made 1-way Westbound and the 1-way on Crownhill Road reversed and made Eastbound.

In order to model this the current number of buses using the relevant section of High Street was used as the entire fleet using this section of road. The remaining fleet was assigned to the East West Section of High Street.

For the remaining roads the fleet make-up was retained as in the traffic counts (i.e. the proportion of buses, cars etc) and an overall percentage change for the road link calculated from the Transyt modelling for Option B. The Transyt modelling figures provided only covered the junctions at peak hours but as no other information was available the percentage change was applied across the board. For each of the road links a revised traffic flow was derived from the change in flow at the junctions at either end of the road link. Fleet make ups were retained the same for each road link except for High Street.

It should be noted that this means that any uncertainty in the Transyt modelling will be reflected in the Air Quality modelling as well. The Transyt model also predicted an overall drop in traffic volumes in Option B compared to Option A which is also reflected in our modelling results.

3. Results.

3.1 Model Verification

For verification purposes the model was run with the details of the current traffic flows and road layout.

Results were calculated for a receptor at the same location as our existing monitoring station (BT6):

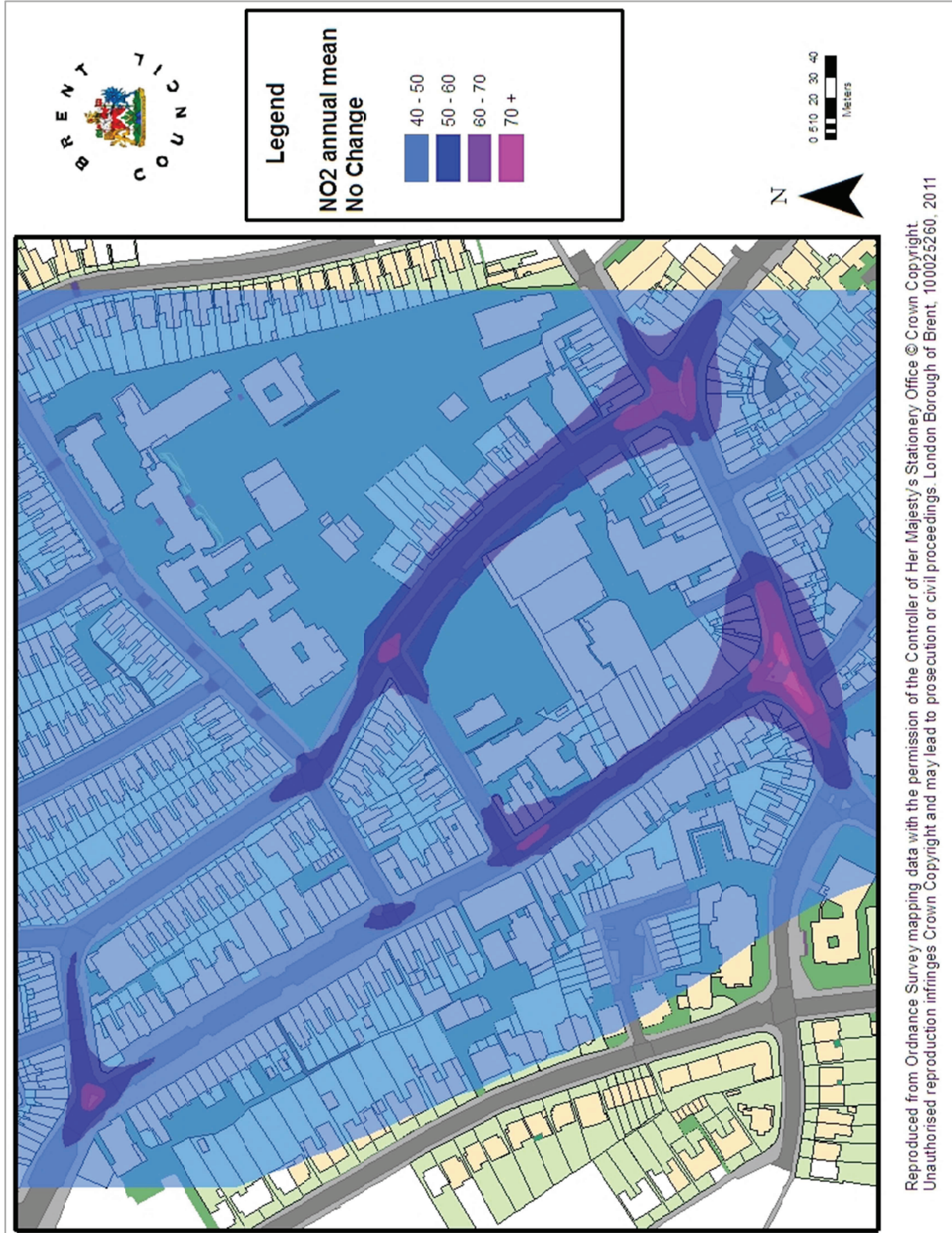
	NO₂ annual mean	PM₁₀ annual mean
Modelled result	48.7 µg/m ³	21.9 µg/m ³
Measured result 2011	42.4 µg/m ³	25.4 µg/m ³
Measured result 2010	52.7 µg/m ³	25.7 µg/m ³

A comparison of the modelled and monitored results shows a good agreement between the model and real world values for NO₂ levels with the predicted level lying between the last 2 years monitored data. The modelled particulate matter is below the recorded values by about 15% and results should be considered with caution if predicted results are close to one of the Air Quality standards.

Modelling of the whole area predicts no exceedences of the hourly Air Quality Standards in the study area but does predict that the standard for annual mean NO₂ concentrations is likely to be exceeded across the study area.

The main areas of concern are around the two junctions at either end of the High Street, the junction of Manor Park Road and Tavistock Road and the junction of Craven Park Road and Manor Park Road to the north.

Areas predicted to exceed the Air Quality Standard by more than 10 µg/m³ extend over some of the residential and commercial properties close to the major junctions, indicating very poor Air Quality in these locations where people are likely to experience long term exposure.



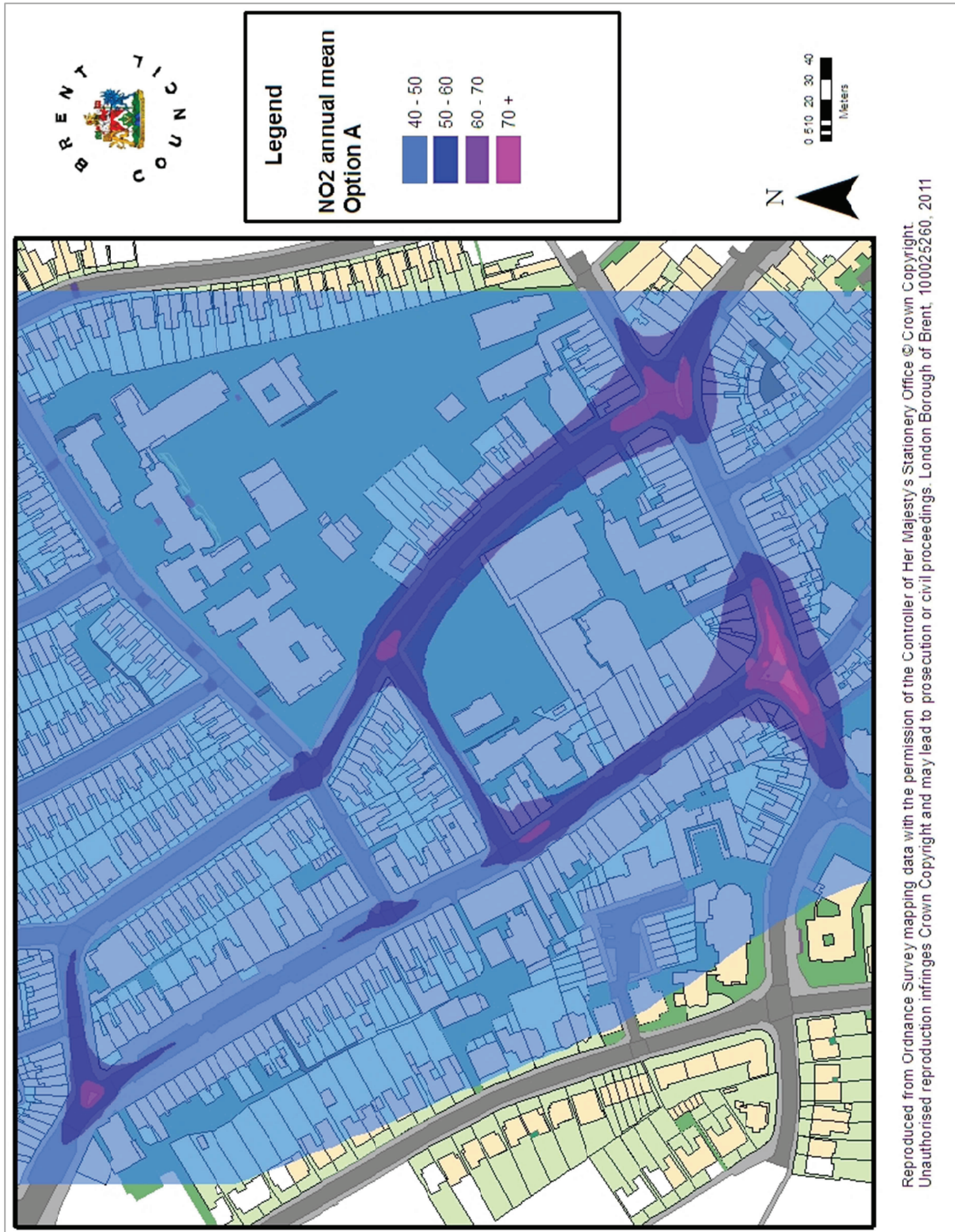
3.2 Option A NO₂ results

Scenario A retains the same road layout and traffic flow as the no change scenario but most of the carriageway widths are reduced to allow for wider pavements.

The result for NO₂ concentration is very little altered compared to the no change scenario. The extent of the very high concentrations around the major junctions is slightly decreased but the high concentrations along the centre lines of roads are slightly extended; most noticeably on Tavistock Road.

Relevant exposure to long term elevated concentrations of NO₂ at the residential/commercial properties around the junctions is largely unchanged.

The model predicted no exceedences of the short term Air Quality Standard for NO₂.



3.3 Option B NO₂ results

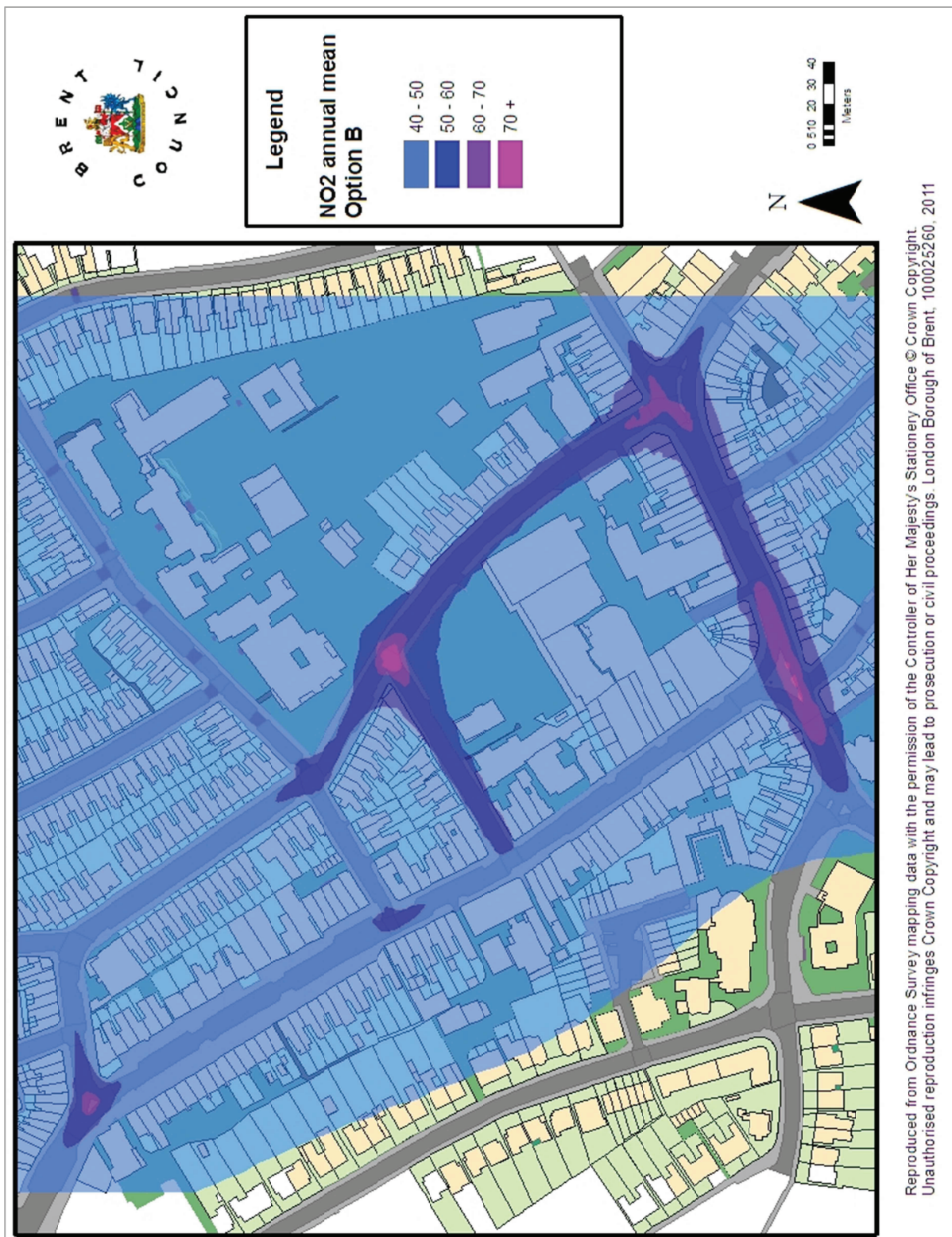
Scenario B involves shutting part of Harlesden High Street to all traffic except buses and re-routing other traffic around a redesigned one-way system.

The most striking effect is to the section of High Street where most traffic will be stopped and NO₂ will be significantly reduced.

The distribution of properties exposed to NO₂ concentrations more than 10 µg/m³ above the Air Quality standard is also changed. Residential properties along Manor Park Road and the new Bus Only route are no longer as severely affected whereas elevated pollution levels along the now two-way section of High Street are predicted at more properties on both sides of the street.

The pollutant concentration and spread of influence of the Tavistock Road / Manor Park Road junction is now also increased. Predicted annual mean levels of NO₂ at the centre of this junction are the highest reported in any of the modelling runs.

Exceedences of the hourly mean level (200 µg/m³) were also predicted in the centre of this junction. More than 18 breaches of the standard were predicted at 2 calculation points located near the centre of the road, although there is unlikely to be much relevant exposure here unless the traffic is very slow moving.

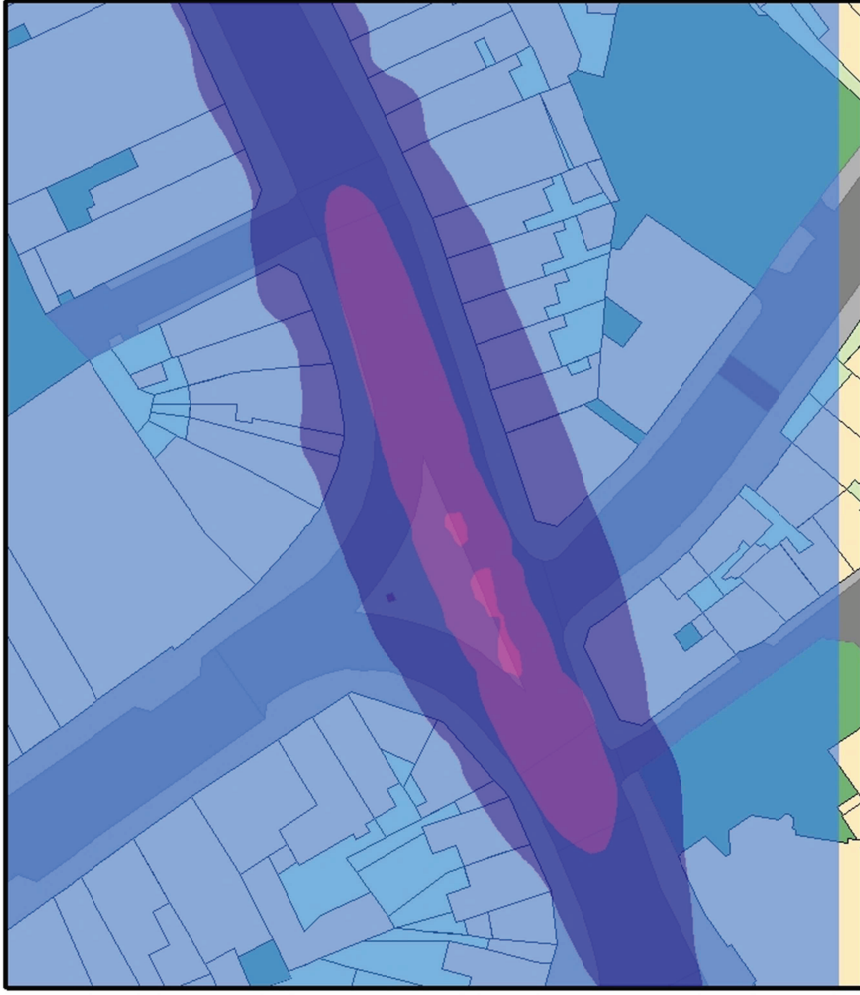




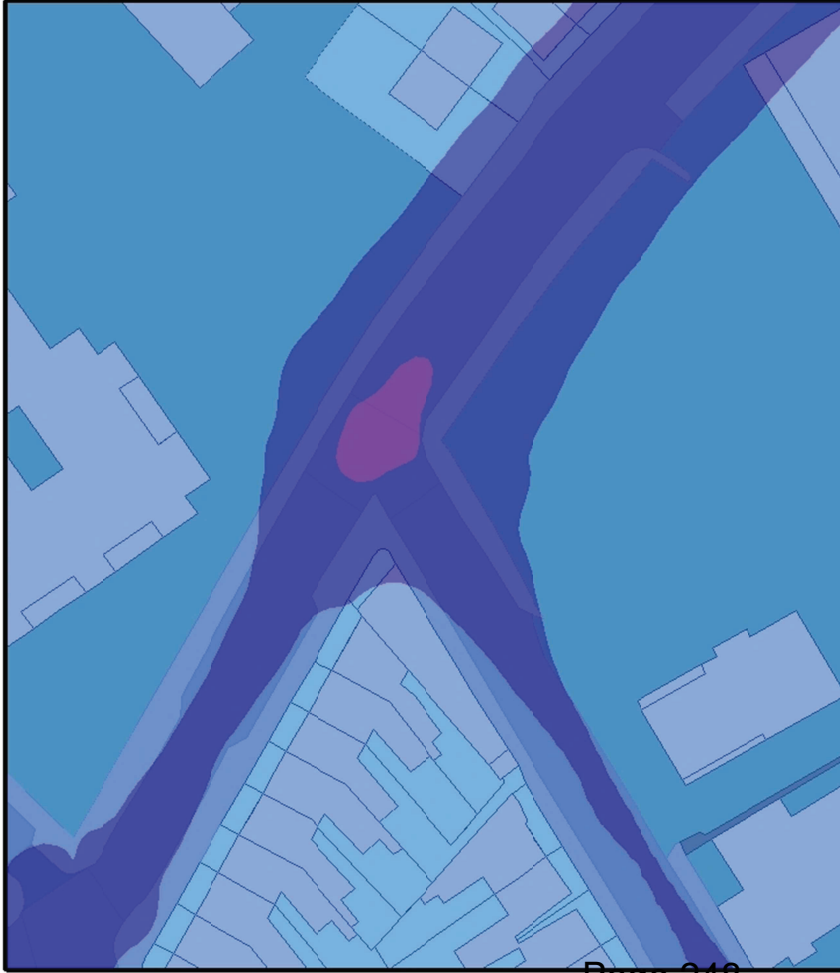
Close up of the High Street Harelsden/Station Road Junction – Option A

These two close ups show how the higher levels of pollution are distributed differently in the two scenarios. Option A predicts a larger area of very high levels on the centre of the junction with higher peak values. However with Option B we can see that the effect of High Street traffic extends further along the road (dark blue area).

Long term exposure is improved in Option B for residents North of the junction but worsened for residents to the East of this junction.



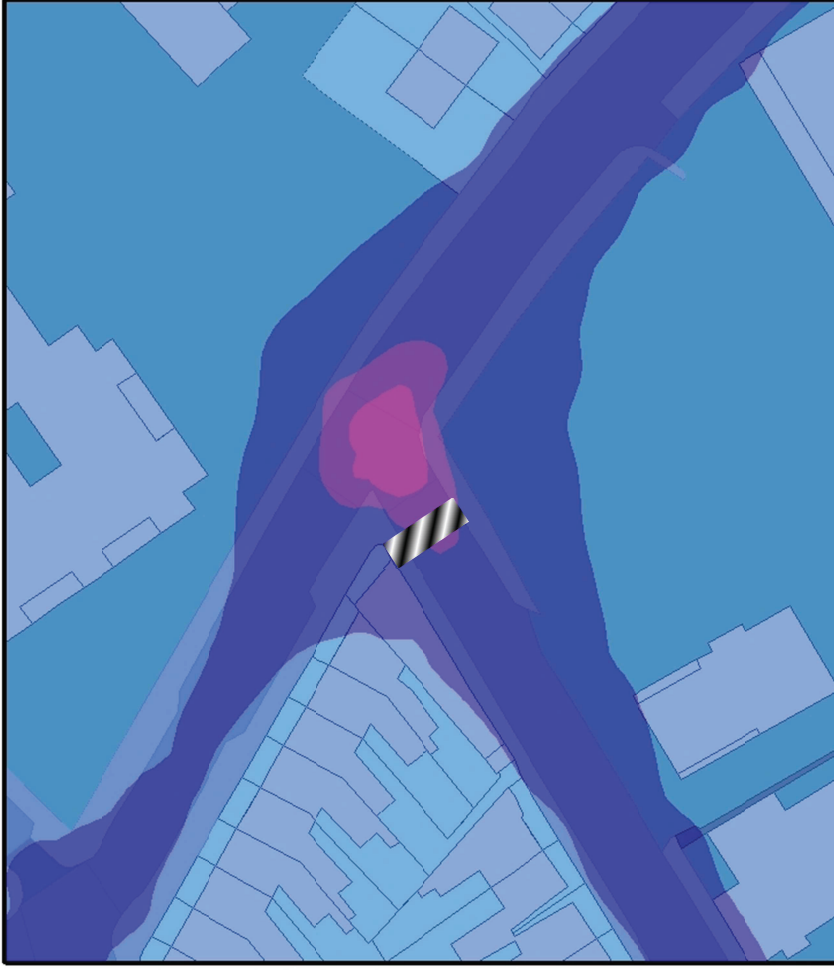
Close up of the High Street Harelsden/Station Road Junction – Option B



Close up of the High Street Harelsden/Station Road Junction – Option A

The junction between Tavistock Road and Manor Park Road is expected to handle significantly more traffic in Option B. As a consequence the effect of the junction is larger in terms of NO₂ concentrations however the number of properties (and therefore receptors) affected is reduced in Option B.

Option B also calls for a Pedestrian crossing at the Eastern end of Tavistock Road, marked on the picture. The zebra crossing is located within the extended area of influence of the junction. The model also predicted some exceedences of the 1-hour limit at this junction in Option B, meaning that short term exposure is a consideration in this location as well as long term.



Close up of the High Street Harelsden/Station Road Junction – Option B

3.4 Particulate matter results.

Both the predicted levels of particulate matter and the levels measured at the BT6 monitoring station are well below the annual mean Air Quality standard with no breaches of the hourly mean standard observed or predicted.

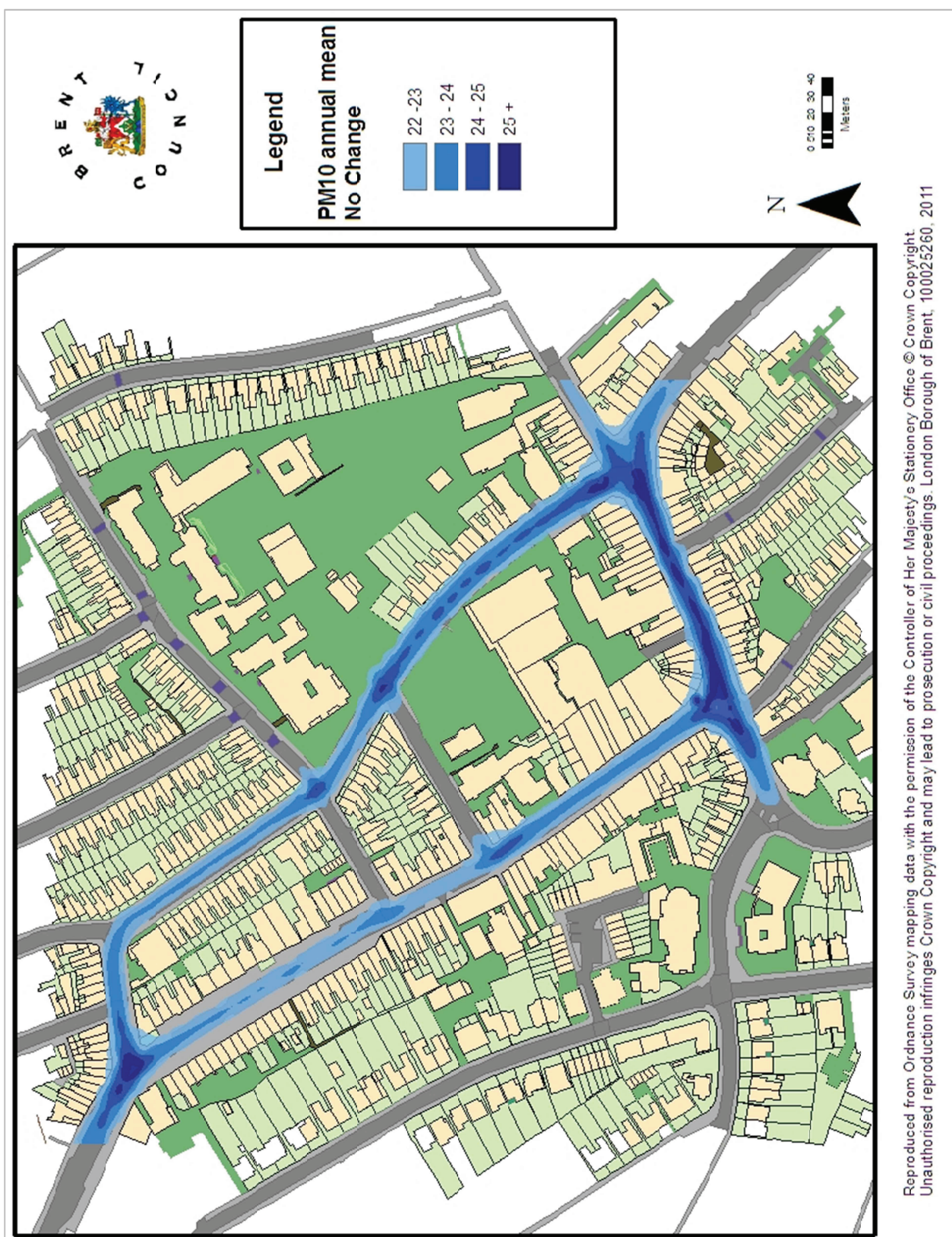
Although a much lesser concern in this case than Nitrogen Dioxide it is still worth considering how the different scenarios affect the distribution of Particulate matter around the study area.

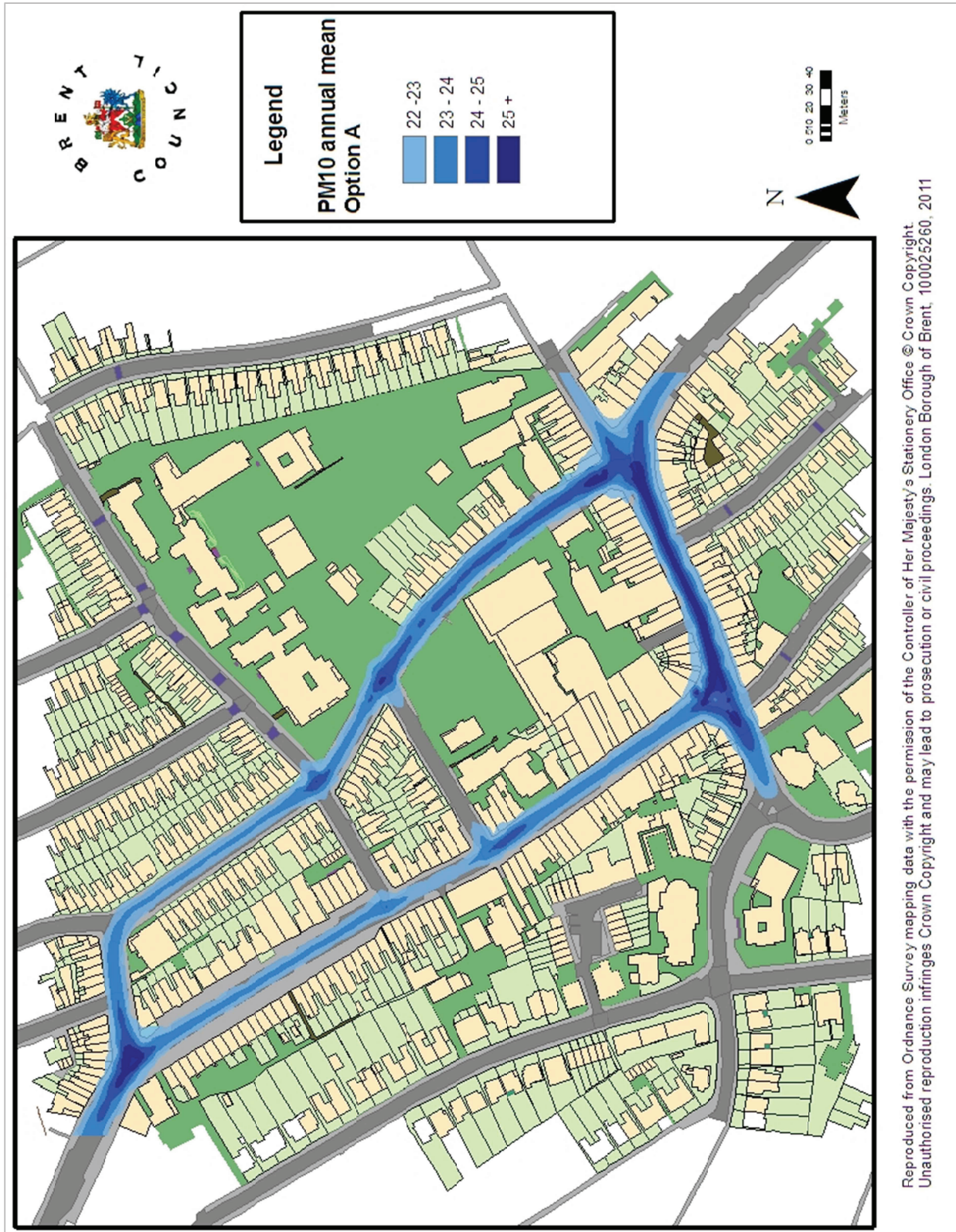
In the no change scenario the highest concentrations are clustered around the two main junctions to the South and one to the North of the study area with some areas of higher concentration along the roads near the junction.

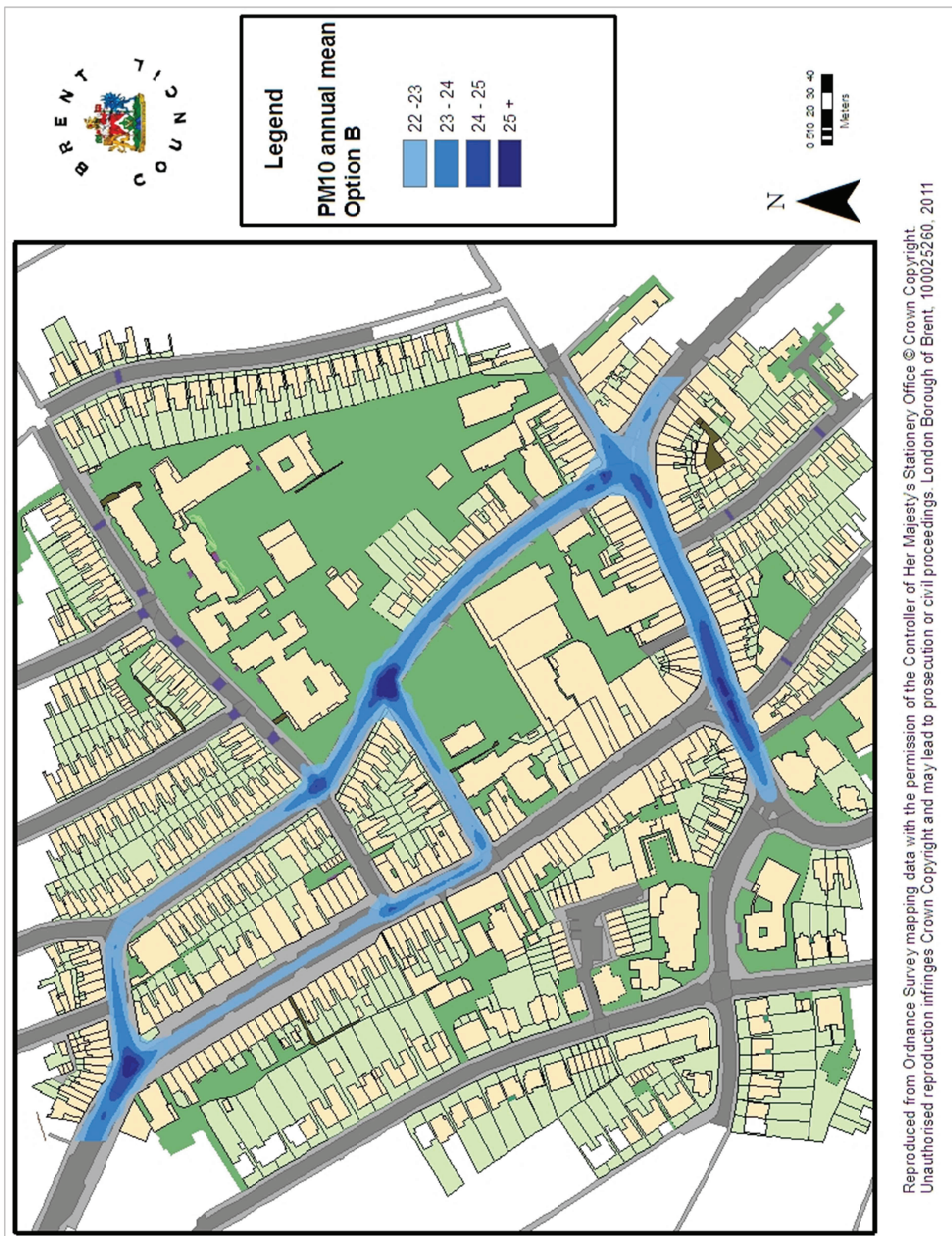
As with the NO₂ modelling narrowing the roads for Option A leads to extended areas of higher concentration along the roads whilst also narrowing them.

In Option B we can see that there are increased concentrations of particulate matter along Tavistock Road and around the Tavistock / Manor Park Road junction. Along most of the other roads Option B appears to lower the concentrations of Particulate Matter from their current levels and those predicted for Option A.

These results are broadly similar in outline and implication to the NO₂ results although at a lower level.







4. Summary and conclusion.

4.1 Summary

Particulate Matter

- In both proposed scenarios the predicted levels of particulate matter are well below the Air Quality standards.
- The pattern of changes is broadly similar to the changes in NO₂ distribution albeit more tightly contained within the road carriageways. Option B appears to lead to a greater overall reduction in Particulate Matter than Option A.

Nitrogen Dioxide

- The whole study area is predicted to exceed the Air Quality standard for long term NO₂ exposure in both the proposed and no change scenarios.
- In general the area of very elevated levels of NO₂ (> 10 µg/m³ above the Air Quality standard) is predicted to be larger in Option A but higher peaks are predicted in the junction hotspots in Option B.
- The number of properties affected by very elevated levels of NO₂ (> 10 µg/m³ above the Air Quality standard) is 55 in Option A and 46 in Option B, a net difference of 9 properties in favour Option B.
- All affected properties in Option A are also exposed to very elevated NO₂ in the current situation however several new receptors (along the East-West section of High Street) are exposed to very elevated long term NO₂ in Option B despite the net improvement in number of properties affected.
- The proposed pedestrian crossing at the Eastern end of Tavistock Road in Option B is located in an area where the short term Air Quality standard is likely to be breached.
- Non-resident users of Harelsden Town Centre are likely to be exposed to very elevated concentrations of NO₂ along the North-South section of the High Street and Craven Park in Option A and along the East-West section of High Street in Option B.

4.2 Conclusion.

- Changes in PM₁₀ exposure are small in magnitude and affecting an already low level therefore this is a lesser consideration than Nitrogen Dioxide.
- Both proposed Options represent an improvement over a no change scenario.
- Option B represents a bigger overall improvement.
- Option B encompasses new receptors but does represent a net decrease in affected properties.
- Option B is preferred but the zebra crossing should be removed and further mitigation considered along the East/West section of High Street.
- Option A is less good but is still an improvement over the existing situation.

On air quality grounds it seems clear that Option B is the preferred Option although consideration should be given to moving the zebra crossing on Tavistock Road further from the junction to reduce short term exposure to elevated Nitrogen Dioxide. If Option B is selected further mitigation measures for the East/West section of the High Street such as traffic calming, restrictions on heavy vehicles and/or no idling zones should be considered.

Option A still represents an improvement in local air quality over the existing situation although smaller than Option B. If there are other overriding reasons for choosing Option A over Option B then we do not think that Option A should be resisted on Air Quality alone. If Option A is selected further mitigation measures should be considered along all of the High Street and Manor Park Road.