



Highways Committee

Monday 20 October 2014 at 7.00 pm

Board Room 7 & 8 - Brent Civic Centre, Engineers Way, Wembley HA9 0FJ

Membership:

Members

Councillors:

Butt (Chair)

Mashari (Vice-Chair)

Denselow

McLennan

Moher

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

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The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item **Page**

1 Declarations of personal and prejudicial interests

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

2 Minutes of the previous meeting 1 - 6

3 Matters arising (if any)

4 Deputations (if any)

5 Petition objecting to the proposed parking restriction changes in zone MA. 7 - 22

This report informs the committee of a petition received from the Shree Swaminarayan Temple objecting to the proposed amendments to parking restrictions in zone MA controlled parking zone (CPZ).

Ward Affected: Brondesbury Park
Contact Officer: Tony Antonio, Head of Transportation
Tel: 020 8937 3553
tony.antoniou@brent.gov.uk

6 Petition - CCTV parking and traffic enforcement at Willesden Green 23 - 34

This report informs the Committee of a petition, in respect of the use of CCTV cameras for the purpose of enforcing parking regulations.

Ward Affected: Willesden Green
Contact Officer: Michael Read, Operational Director (Environment and Protection)
Tel: 020 8937 5302
michael.read@brent.gov.uk

7 Petition for Road Improvements in Tanfield Avenue

35 - 52

This report informs the Committee of a petition received in July 2014 from residents in Tanfield Avenue requesting improvements to the road.

Ward Affected: Dollis Hill; Dudden Hill

Contact Officer: Tony Antonio, Head of Transportation

Tel: 020 8937 3553

tony.antoniou@brent.gov.uk

8 Quietway Pilot: Regents Park to Gladstone Park

53 - 66

The aim of this report is to introduce members to the proposed pilot Quietway cycle route in Brent from Regents Park to Gladstone Park. Sustrans are working with Transport for London (TfL), the Cycling Commissioner and Boroughs to produce a Route Delivery Plan for each of the 8 selected pilot routes of the Quietway programme which is expected to be delivered by 2016.

Ward Affected: Brondesbury Park

Contact Officer: Tony Antonio, Head of Transportation

Tel: 020 8937 3553

tony.antoniou@brent.gov.uk

9 Stanmore to Thames cycle route

67 - 78

The aim of this report is to introduce members to the proposed cycle route in Brent, developed by WestTrans from Stanmore to Thames (Kew Bridge). WestTrans is coordinating planning for this route as it stretches across four boroughs (Harrow, Brent, Ealing and Hounslow) and the route is being developed using the Mayor of London's Quietway principals. Following approval of this report, Transport for London (TfL) will commence detailed design work and apply for funding under the Quietways programme.

Ward Affected: Alperton

Contact Officer: Tony Antonio, Head of Transportation

Tel: 020 8937 3553

tony.antoniou@brent.gov.uk

10 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.

11 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 22 January 2015.



Please remember to switch your mobile phone to silent during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Thursday 17 July 2014 at 7.00 pm

PRESENT: Councillor Perrin (Chair), Councillor Mashari (Vice-Chair) and Councillors Moher and McLennan

Also present: Councillors Butt and Mahmood

Apologies for absence were received from Councillor Denselow.

1. **Declarations of personal and prejudicial interests**

None at this meeting.

2. **Appointment of Vice Chair**

RESOLVED:

that Councillor Mashari be appointed as the Vice Chair for the municipal year 2014-15.

3. **Minutes of the previous meeting held on 20 March 2014**

RESOLVED:-

that the minutes of the previous meeting held on 20 March 2014 be approved as an accurate record of the meeting.

4. **Matters arising**

Tony Antoniou, Head of Transportation, in reference to the petition for the development of a traffic management policy strategy for Chamberlayne Road, confirmed that Ark Franklin (Kensal Rise) and Princess Frederica Primary Schools had active travel plans in place. It was identified that Manor (SEN) School had no active travel plan in place.

5. **Deputations**

None at this meeting.

6. **Petition for the withdrawal of double yellow lines and introduction of a loading bay /short-term parking on Berkeley Road NW9 near its junction with Kingsbury Road**

The Committee considered a report that informed of a petition requesting the withdrawal of double yellow lines and introduction of a loading bay/short term parking on Berkeley Road NW9 near its junction with Kingsbury Road and the suspension of parking tickets issued by CCTV camera 226. Tony Antoniou, Head of Transportation, in setting out the background stated that local traders had expressed concerns that their vehicles and suppliers were experiencing difficulties in unloading due to 'no waiting at any time' (double yellow lines) and no loading restrictions currently in place. In addition to the request for the removal of the double yellow lines and the provision of loading bay and short term parking, the traders have requested the suspension of penalty charge notices issued by CCTV camera 226.

The Head of Transportation explained that currently there were "no waiting at any time" restrictions at the location and there were loading restrictions in place. In his view, whilst it would be feasible to provide a formal loading bay for 2 vehicles for up to 20 minutes, the 'no waiting at any time' and loading restrictions be retained and "no loading" restrictions should be introduced at the junction to reduce congestion and to improve road safety. He drew members' attention to additional parking facilities in the area including 'pay and display' parking in Kingsbury Road and 78 car parking spaces in the local car park to the rear of the shops opposite. He added that camera 226 should continue to be used in order to monitor and ensure compliance with traffic orders. In respect of parking enforcement notices (PCNs) issued, the Head of Transportation advised that registered keepers were entitled to make representations to the council and officers would consider each case based upon its own merits.

Mr Bharat Mistry, in presenting the petition stated that the parking and loading restrictions and the issuing of at least 50 PCNs to staff, customers and suppliers had discouraged customers and affected his business turnover. The severe loss of income was seriously affecting the viability of his plumbing business which had been established in the area for several years. Mr Mistry requested the provision of parking bays for up to 20 minutes, the relaxation of short term parking rules including the cessation of parking fines with immediate effect, the removal of camera 226 and the cancellation of the PCNs.

Councillor Butt, Leader of the Council speaking on behalf of Councillor Kabir, ward member stated that although the current provisions in the area were affecting the viability of local businesses, the Council had a statutory duty to ensure that the roads were clear hence the CCTV camera. He welcomed the recommendations in the report particularly the consultation on the provision of loading bays which could take up to 4 vehicles on Berkeley Road. In respect of the PCNs issued, Councillor Butt endorsed the officer's view that each case would be decided on its own merits, if the registered keeper made representations to the Council.

In response to members' questions, the Head of Transportation stated that he would endeavour to commence with the consultation within 4 weeks after the meeting however, the statutory consultation for Traffic Regulation Orders and implementation would take approximately 6 months.

RESOLVED:

- (i) that the contents of the petition and the issues it raises be noted;
- (ii) that officers be instructed to consult on the provision of a loading bay on Berkeley Road near its junction with Kingsbury Road through its 'short sections' for 'waiting and loading' programme 2014/15;
- (iii) that, subject to the outcome of the scheme consultation, the Head of Transportation be authorised to undertake statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders and associated signing and road marking works required to implement the changes, or to report back to the Highways Committee if objections are substantial;
- (iv) that it be noted that officers would consider waiting and loading in the area as part of the planned Kingsbury Town Centre – Public Realm Improvements and Collision reduction scheme that would be developed in 2014/15 and 2015/16;
- (v) that it be noted that CCTV enforcement at this location would continue as it enabled the Council to improve compliance with waiting and loading restrictions, providing a safer and less congested network;
- (vi) that the CCTV at this location be checked to ensure it was operating correctly in regard to parking enforcement;
- (vii) that officers provide the petitioner with a clear description of the restrictions on parking, waiting and loading on the current double yellow lines in Berkley Road;
- (viii) that officers consider lengthening the proposed loading bay to help accommodate larger vehicles;
- (ix) that the main petitioner be informed of the outcome of the Highways Committee decisions in regard to this matter.

7. Petition requesting the Council not to carry out a review of the controlled parking zone (CPZ) SH recommended by the October 2013 Highways Committee

Members considered a report which informed them of a petition requesting the Council not to carry out the review of the controlled parking zone (CPZ) SH in Fernbank, Maybank and Rosebank Avenues, Sudbury. Tony Antoniou (Head of Transportation) reminded members that the SH CPZ scheme was implemented in order to prevent commuter and long term parking from the area, improve road safety, reduce the level of traffic and regulate on-street parking whilst attracting more customers to local businesses by allowing greater turnover in parking spaces. The operational hours agreed with residents and businesses were from 8.00am to 6.30pm Monday to Saturday excluding bank holidays.

He continued that following a petition, the Highways Committee decided on 10 October 2013 to instruct officers to carry out a review of the SH CPZ scheme. It was further to the Committee's decision that a subsequent petition had been received requesting the Council not to carry out the review.

In responding to the petition, the Head of Transportation stated that the consultation and survey results provided by the lead petitioner petition were not in accordance with the Council's normal consultation process and expressed a view that the questionnaire might not be representative of the views of the local community. He continued that the Council had replaced visitor scratch cards with daily virtual permits to prevent abuse of the system and that issues about the on-line parking service would be reviewed taking into account user feedback. He therefore recommended that members instruct officers to proceed with the consultation on the review of parking control operational times in accordance with the decision made in October 2013 and the results of the consultation reported back to the Committee.

Mr Yasir Hai, the lead petitioner presented his comprehensive survey results and spoke to the petition. Mr Hai stated that his survey results demonstrated that 63% would like the SH CPZ scheme to remain unchanged, 95% wanted the retention of the scratch card system and that 90% of residents believed that the on-line payment system was not user friendly. In the light of the above results, Mr Hai stated that there was no need for the Council to review the SH CPZ scheme and asked members to withdraw their decision made in October 2013.

RESOLVED:

- (i) that the contents of the petition and the issues it raises be noted;
- (ii) that the Head of Transportation be authorised to proceed with consultation on a review of the controlled parking zone SH in 2014/15 as previously approved by the Highways Committee at the meeting on 10 October 2013;
- (iii) that the Head of Transportation reports the results of the consultation to a future Highways Committee with recommendations on whether or not to proceed with any amendments to existing restrictions;
- (iv) that if the results of the consultation do not support changes, that no further review be considered within 2 years of the date of decision by the Highways Committee;
- (v) that the main petitioner be informed of the outcome of the Highways Committee decisions in regard to this matter.

8. Date of next meeting

Noted that the next meeting would be held on Monday, 20 October 2014 at 7:00pm


9. Any other urgent business

None.

The meeting closed at 8.10 pm

K PERRIN
Chair

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 Brent	<p style="text-align: center;">Highways Committee 20 October 2014</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Brondesbury Park
Petition objecting to the proposed parking restriction changes in zone MA.	

1.0 Summary

- 1.1 This report informs the committee of a petition received from the Shree Swaminarayan Temple objecting to the proposed amendments to parking restrictions in zone MA controlled parking zone (CPZ).

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the results of officers investigations into parking issues in the area.
- 2.2 That the Committee instructs officers to progress with the informal and statutory consultation of the proposed no waiting 'at any time' restrictions (double yellow lines) at all junctions within the MA zone, and to change the existing single yellow lines to double yellow lines in Willesden Lane from the junction of Deerhurst Road to the northwest side of the Willesden Lane, and on Lydford Road between Chatsworth Road and Dartford Road.
- 2.3 That the Committee instructs officers to abandon the previous proposals to extend the parking restrictions in Chatsworth Road and to continue to meet with Temple representatives and local residents to develop solutions to parking issues that are acceptable to all parties.
- 2.4 That, subject to the outcome of further informal and statutory consultation and consideration of objections and representations, the committee instructs the Head of Transportation to amend the necessary Traffic Management Orders and implement amendments to parking restrictions using delegated authority, or to report back to the Highways committee if objections are substantial.

- 2.5 That officers continue to liaise with the Temple on temporary traffic management and parking arrangements for religious events and assist in developing and/or reviewing their travel Plan.
- 2.6 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 Details of the Petition

- 3.1 Two petitions have been received from residents and visitors to the Shree Swaminarayan Temple in Willesden Lane, objecting to the proposed changes to zone MA CPZ. The petitions are reported to Committee in accordance with Standing Orders. The first petition has more than 3,200 verified signatures and reads:

“We the undersigned object to the proposed changes published in the local press on 09/01/2014 these being;

- (1) Extension of existing MA CPZ controlled hours from 10am-3pm Monday to Friday, now also proposed to include weekend restrictions of 10am-6pm Saturday and Sunday on parts of Chatsworth Road.*
- (2) Proposed introduction of double yellow lines (No Waiting at Any Time) restriction on Willesden Lane from Mapesbury Rd from the existing part time no waiting restrictions excluding weekends.*

The proposed restricted times are a direct reflection of the times of worship in the temple. The roads on which the changes are being proposed are those immediately in the vicinity of the temple. The proposals will have a detrimental effect on community relations and would adversely affect the right of worshippers attending the temple prayers and taking part in the activities being provided. We feel that it breaches the rights of the worshippers on religious grounds.”

- 3.2 The second petition is an e-petition containing over 950 verified signatures and reads;

“We the undersigned petition the council to stop proposed changes in zone MA CPZ regarding parking and waiting restrictions on Chatsworth Road and Willesden Lane, as set out in the Brent Council notice of 9th January 2014. We hereby object to the proposed changes in zone MA CPZ parking and waiting restrictions on Chatsworth Road and Willesden Lane, as set out in the Brent Council notice of 9th January 2014. The proposed extension of the existing restricted parking times are directly targeting worshippers attending the Shree Swaminarayan Temple, 220-222 Willesden Lane, NW2 5RG (the “Temple”). The roads upon which the changes are being proposed are those immediately in the vicinity of the Temple. The Temple has been operating at this location for over 38 years. Throughout these years the Temple has had a very cordial relationship with its neighbours and the local community and it is our intention to continue with the same relationship. Introduction of the above changes will have an adverse effect on the worshipper’s rights to attend and take part in the Temple services currently being provided, and

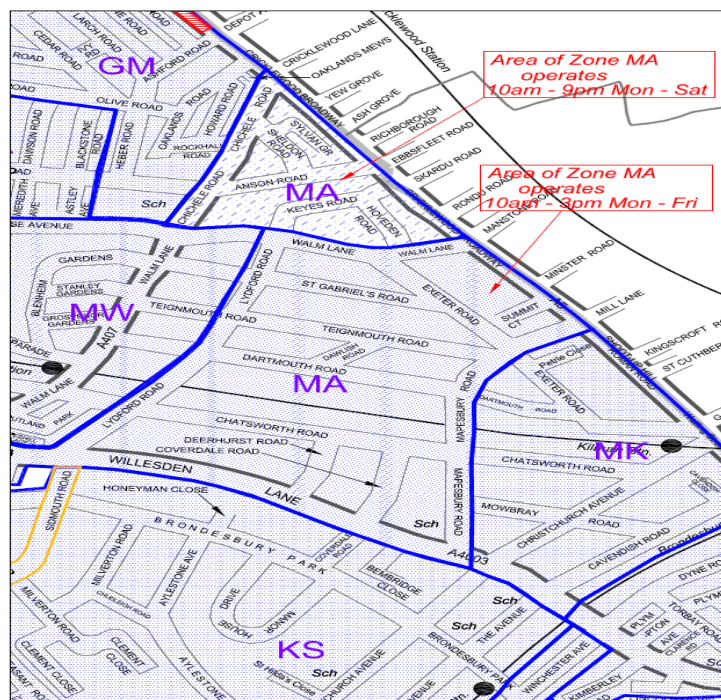
strongly feel will cause hardship and pain to the congregation and the Brent community.

The proposed changes are also without rationale as they do not comply with the original objective of the controlled parking zone within the MA area. Before introducing these restrictions Brent Council must explain the reason and the need to extend these restrictions within this sub-section of roads and how it meets the original objective to its residents, us the undersigned. Furthermore these measures are extremely arbitrary, discriminatory, stringent, unreasonable and unnecessary. They will have a detrimental and discriminatory effect on community relations.'

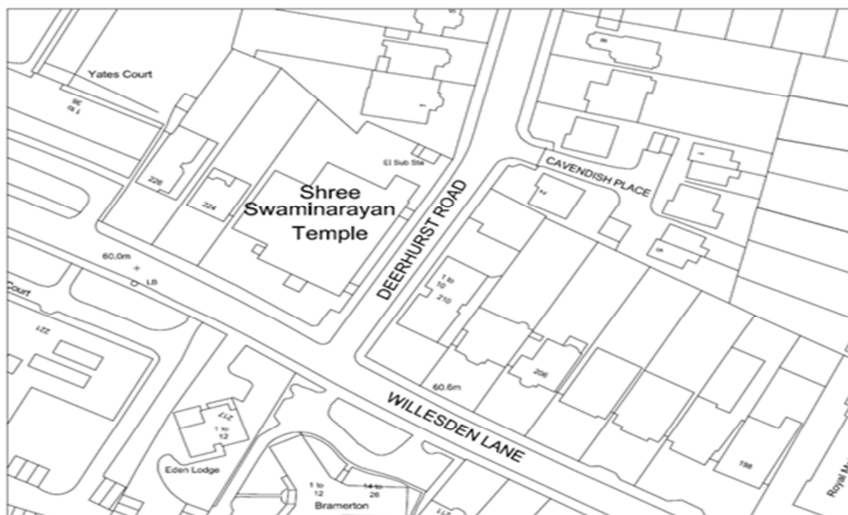
3.3 Copies of these petitions are available for inspection by Members of the Highways Committee.

4.0 Background

4.1 The MA Controlled Parking Zone was implemented in February 2000 in response to demands from local residents with the objective of introducing controls to address on-street-parking pressure caused by visitors to the area, including commuters. The MA zone operates on Monday to Friday from 10am to 3pm, except for an area to the north of Walm Lane which operates Monday to Saturday 10am to 9pm, and is closer to the busy Cricklewood Broadway. It lies within the Brondesbury Park ward and is bounded by Willesden Lane to its south, Lydford Road to the west, Mapesbury Road to the east, and Shoot Up Hill and Walm Lane to the north. The area is primarily residential. The majority of the parking bays in the zone are permit holder only with some shared use bays with a 4 hour maximum stay (for pay and display). Unusually, the majority of junctions in zone MA have been treated with single yellow line restrictions which operate for the same times as the zone (Monday to Friday from 10am to 3pm).



- 4.2 The Shree Swaminarayan Temple is located in Deerhurst Road at the junction with Willesden Lane within zone MA. The site was a church which was converted to a Hindu Temple in 1975. Since this time the growth in patronage led to a 3 storey redevelopment of the site in 1988 to establish it as one of the biggest Hindu Temples in Europe. In addition the Temple has acquired additional properties on Deerhurst Road with the intention of developing a new facility, including accommodation for the elderly and a sports complex.



- 4.3 Hundreds of people often attend the Temple, many of whom are not local and travel from across London and beyond. Prayers are held on Friday, Saturday and Sunday each week and there are other activities such as the Gujarati School and Youth Club. Each summer there are 8 days of events and celebrations for the Mahotsav festival, which generate significant amounts of on-street parking. The Temple are aware of the impact of their activities on the local area and actively engage with Brent Council in managing these events e.g. advertising parking restrictions to their visitors and establishing a small park and ride service for their worshipers from the College of North West London during Mahotsav.
- 4.4 Evidence suggests that, despite the best efforts of the Temple to minimise the impact of worshipers visiting the local area, there is still a high level of on street parking that takes place in the surrounding area on yellow lines restrictions and within existing residential unoccupied parking bays.
- 4.5 In April 2013 the Council's Transportation and parking enforcement officers received correspondence and complaints from local Councillors and residents regarding on-street parking pressure in the MA Zone as a result of increased patronage of the Shree Swaminarayan Temple, particularly during the 25 year anniversary celebrations taking place at the time.
- 4.6 In response to these complaints, a meeting was held on 19 July 2013 with local residents, a representative from the Temple and the Council's parking enforcement team to discuss the regularity and impact of Temple visitors on

parking in the area and the measures that the Temple are taking to try to address this.

4.7 As a result of this meeting, plans detailing proposed amendments to waiting restrictions under the Local Implementation Plan funded waiting and loading reviews programme were prepared by the Interim Team Leader, Project Development, Transportation at the time, which identified lengths of single yellow line for conversion to double yellow lines to resolve the issue of vehicles parking close to junctions (see Appendix A). Proposals to amend the operational times of a number of residents parking bays in Chatsworth Road were also developed following meetings with local residents. Details of these proposals were circulated to the residents who had been in correspondence with the Council, along with the Chatsworth Area Residents Association (CARA). The Chair of the Residents Association undertook to circulate information on the proposed changes, including parking bay operational time extensions, without biased and provide feedback to the Interim Team Leader. Following feedback from the Chair of CARA, the Interim Team Leader, progressed the proposals to the statutory consultation stage, whereby the Council would make amendments to the Traffic Regulatory Order following a notice being advertised in the London Gazette and local press, following consideration of any comments received and approval by the Head of Transportation approval of a delegated authority report. This decision relied mainly on information via the residents association, and the process did not include the usual informal consultation and analysis. This approach was approved by the then Head of Transportation at the time, subject to results of the statutory consultation.

4.8 The proposals were to;

- Replace single yellow lines with double yellow lines at :
 - junction of Deerhurst Road with Chatsworth Road
 - junction of Coverdale Road with Chatsworth Road
 - Junction of Dawlish Road with Teignmouth Road and Dartmouth Road
 - Junction of St. Gabriel's Road with Exeter Road
 - Junction of Walm Lane with Exeter Road.
 - Lydford Road between Chatsworth Road and Dartford Road on the railway bridge
 - Willesden Lane, between Lydford Road and Mapesbury Road
- Apply additional restriction from 10am to 6pm, Saturday to Sunday on Chatsworth Road :
 - to all of the parking places on the north side (approximately 50 spaces)
 - selected spaces on the south side between Deerhurst Road and Coverdale Road.

4.9 The Interim Team Leader agreed to communicate the proposals to the Temple and local residents and advise them that they would be implemented subject to consideration of any representations received during the statutory consultation. The Notice of proposals was advertised in Brent & Kilburn Times and London Gazette on 9th January 2014.

- 4.10 The two petitions were received in response to the statutory consultation.
- 4.11 As the usual informal consultation process was not carried out, and this resulted in two petitions, it is recommended that officers abandon the previous proposals to extend the parking restrictions to residents parking bays in Chatsworth Road and continue to meet with Temple representatives and local residents to develop solutions to parking issues that are acceptable to all parties.
- 4.12 It is also recommended that due to the time elapsed, officers re-consult with Temple representatives and local residents on the proposals in paragraph 4.8 to convert single yellow lines to double yellow line restrictions, to improve road safety and help reduce traffic congestion in the area.
- 4.13 Any changes to any restrictions will be subject to both the informal consultation process and analysis, as well as the statutory consultation process and the decision by the Head of Transportation whether to proceed will be in consideration of the results.
- 4.14 The Highways Committee of 10th October 2013 approved the report titled; Brent Local Implementation Plan and delegated authority to the Head of Transportation to consider any representations or objections from the consultation process and implement the Traffic Management Orders if they are considered insignificant, or if otherwise, refer the decision to the committee.

5.0 Response to the petition

- 5.1 On the 16th February 2014 a letter signed on behalf of the then Lead Member for Highways and Transportation was sent to all the residents of zone MA and the Shree Swaminarayan Temple (see Appendix B). The letter advised the Temple and local residents that the Council sympathises with local residents who wish to park on their roads, particularly within Controlled Parking Zone areas such as this, and that the Council are also mindful of the importance of the Temple to the Hindu community, and that given the contrasting feedback, officers would hold further discussions with the Temple and Chatsworth Road residents to see whether a solution can be found acceptable to all.
- 5.2 On the 4th July 2014 Transportation and Parking enforcement officers met with Temple representatives at the Temple. The meeting was attended by a solicitor acting on the behalf of the Temple. The Temple representatives expressed dissatisfaction with the Councils actions in dealing with complaints arising from the 2013 25th anniversary celebration which attracted around 5,000 visitors. The Temple felt that the complaints from the residents concerning noise pollution and the erection of marquees to the rear of the Temple houses were not justified. The Temple representatives informed the Council officers that some residents had distributed leaflets to encourage other residents in the area to complain to the Council.
- 5.3 Temple representatives were concerned that the proposals described in paragraph 4.8 might still be implemented despite their petition objecting to the proposals.

Officers reassured representatives that the proposals would not be progressed without further consultation, and that further meetings will be arranged to discuss parking issues and develop proposals for changes to parking restrictions that would be acceptable to the Temple and residents association, and that furthermore any subsequent proposals would be subject to the results of further consultation.

- 5.4 The Temple representatives suggested further reduction in the existing CPZ operational times between 10am to 3pm. However, the concerns of residents that any further reduction would create more on street parking pressures were pointed out and the Temple recognised this may cause problems.
- 5.5 Officers also offered to assist the Temple to develop a new Travel Plan and this proposal was welcomed by the Temple.
- 5.6 The Temple agreed that the proposals to change single yellow line restrictions to double yellow line restrictions as requested by residents and described in 4.8 should be progressed for safety reasons.
- 5.7 The Temple explained that they had an extraordinary number of visitors in 2013 to celebrate their 25th year anniversary celebrations. No further major events are planned in the near future apart from the annual Hindu new year celebration (Diwali). However, it was accepted that the Council should be informed of all future planned major events and the Temple would welcome Council support and advice to reduce the risk of congestion, illegal parking, noise pollution etc. which could cause residents to complain.
- 5.8 Traffic management arrangements (e.g. parking bays suspensions, road closures) may be considered for future events, subject to approval of Council officers and the Metropolitan Police. All arrangements agreed by Brent Council will be communicated through the appropriate channels.

6.0 Financial Implications

- 6.1 The costs of the consultation and implementation of the proposals detailed in paragraph 4.8 are estimated at £3,000.
- 6.2 These proposals can be consulted on and implemented using the £80,000 Transport for London capital budget for 2014/15, allocated through the boroughs Local Implementation Plan for waiting and loading amendments.
- 6.3 There are no implications on the Council's revenue budgets arising from this report at this time. Minor amendments would not significantly impact the revenue generated through enforcement or from parking permits.

7.0 Legal Implications

- 7.1 The amendment of Traffic Management Orders will be in accordance with the requirements of the Road Traffic Regulation Act 1984.

8.0 Diversity Implications

- 8.1 S149 Equality Act 2010 provides that the Council must have due regard to the need to eliminate discrimination, and advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not. The introduction waiting restrictions will be subject to consultation and an equalities assessment. Although additional parking restrictions in the vicinity of the Hindu Temple may have a disproportionate effect on this religious group, they may be justified on the grounds of improved road safety and reduced congestion.

Background Papers

None

Appendices

Appendix A (i) - (vi) – Plans of proposed amendments to Zone MA

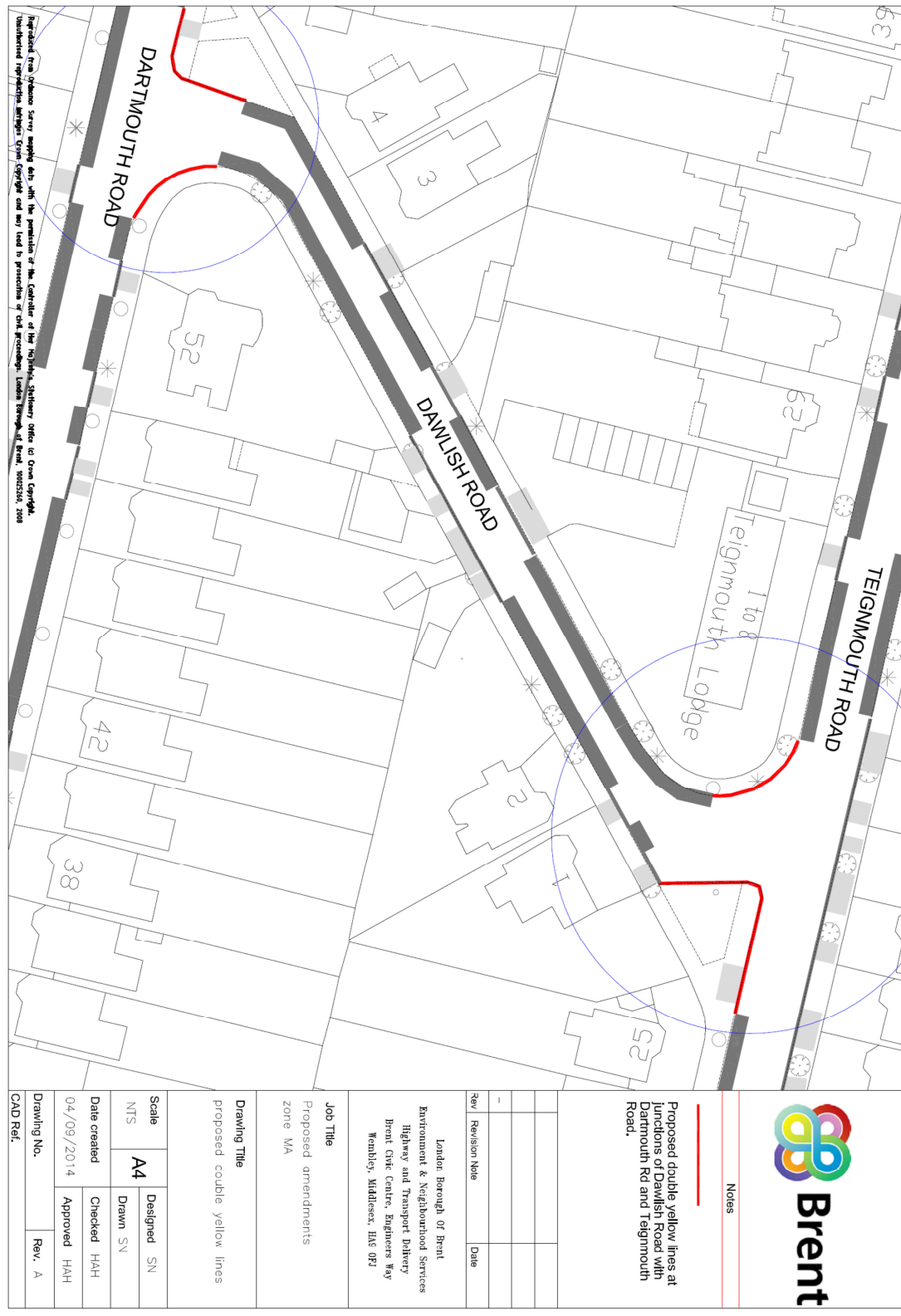
Appendix B – Letter from Lead Member for Highways and Transportation in response to the petitions

Contact Officers


Sandor Fazekas, Projects Development Manager (x5113)
Hossein Amirhosseini, Team Leader Highway Design (x5188)

Brent Civic Centre
Engineers Way
Wembley HA9 0FJ
Tel: 020 8937 1234

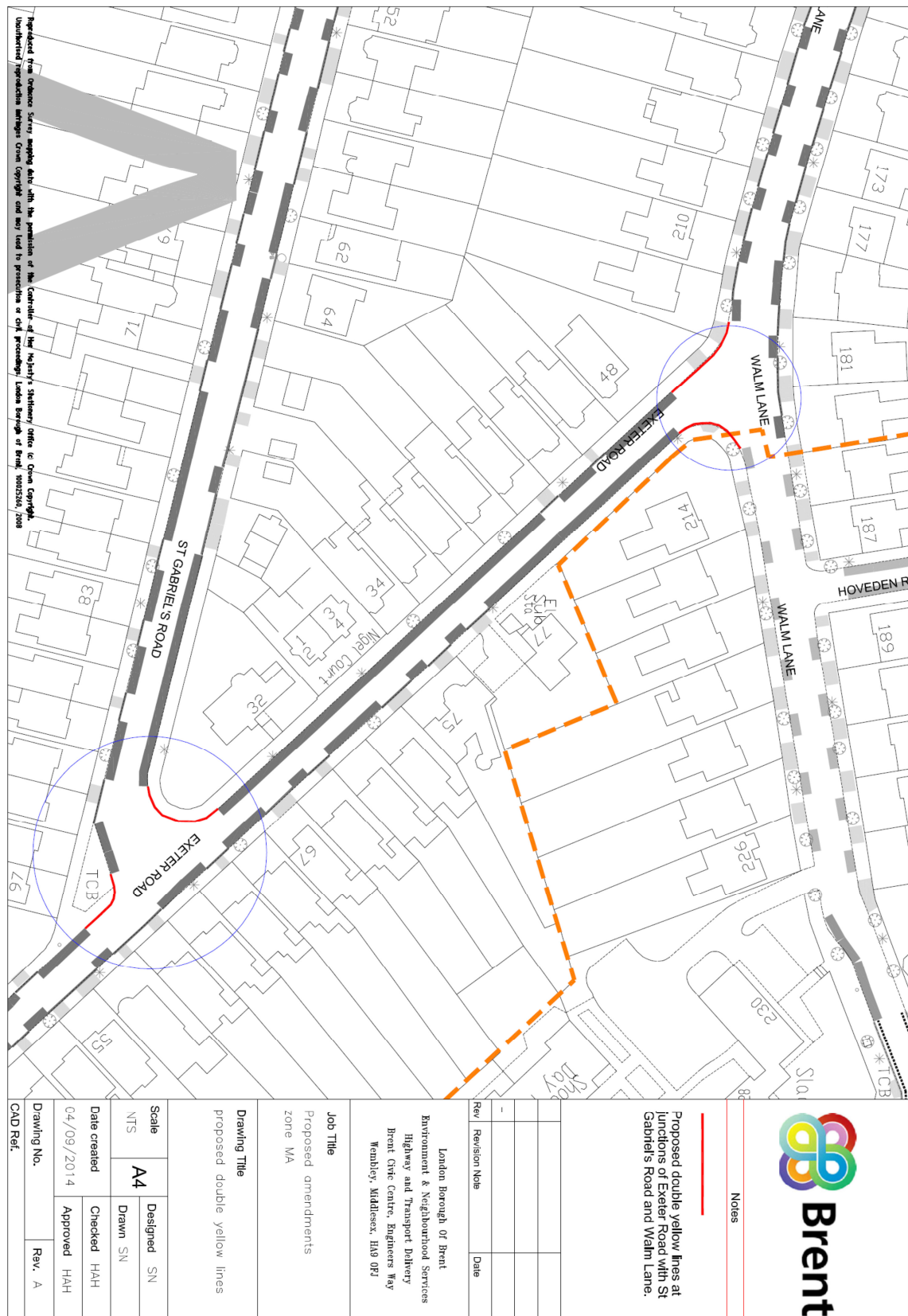
**Appendix A (i)- Plan of proposed amendments to Zone MA
Proposed double yellow lines at Dawlish Road junctions with Dartmouth
Road and Teignmouth Road**



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 Brent	
Notes Proposed double yellow lines at junctions of Dawlish Road with Dartmouth Rd and Teignmouth Road.	
Rev Revision Note Date	
Job Title Proposed amendments Zone MA	
London Borough Of Brent Environment & Neighbourhood Services Highway and Transport Delivery Brent Civic Centre, Engineers Way Wembley, Middlesex, HA9 0PJ	
Drawing Title Proposed double yellow lines	
Scale NTS	Designed SN Drawn SN
Date created 04/09/2014	Checked HAH Approved HAH
Drawing No. CAD Ref.	Rev. A

Appendix A (ii) - Plan of proposed amendments to Zone MA
Proposed double yellow lines at Exeter Road junctions with Walm Lane and
St Gabriel's Road



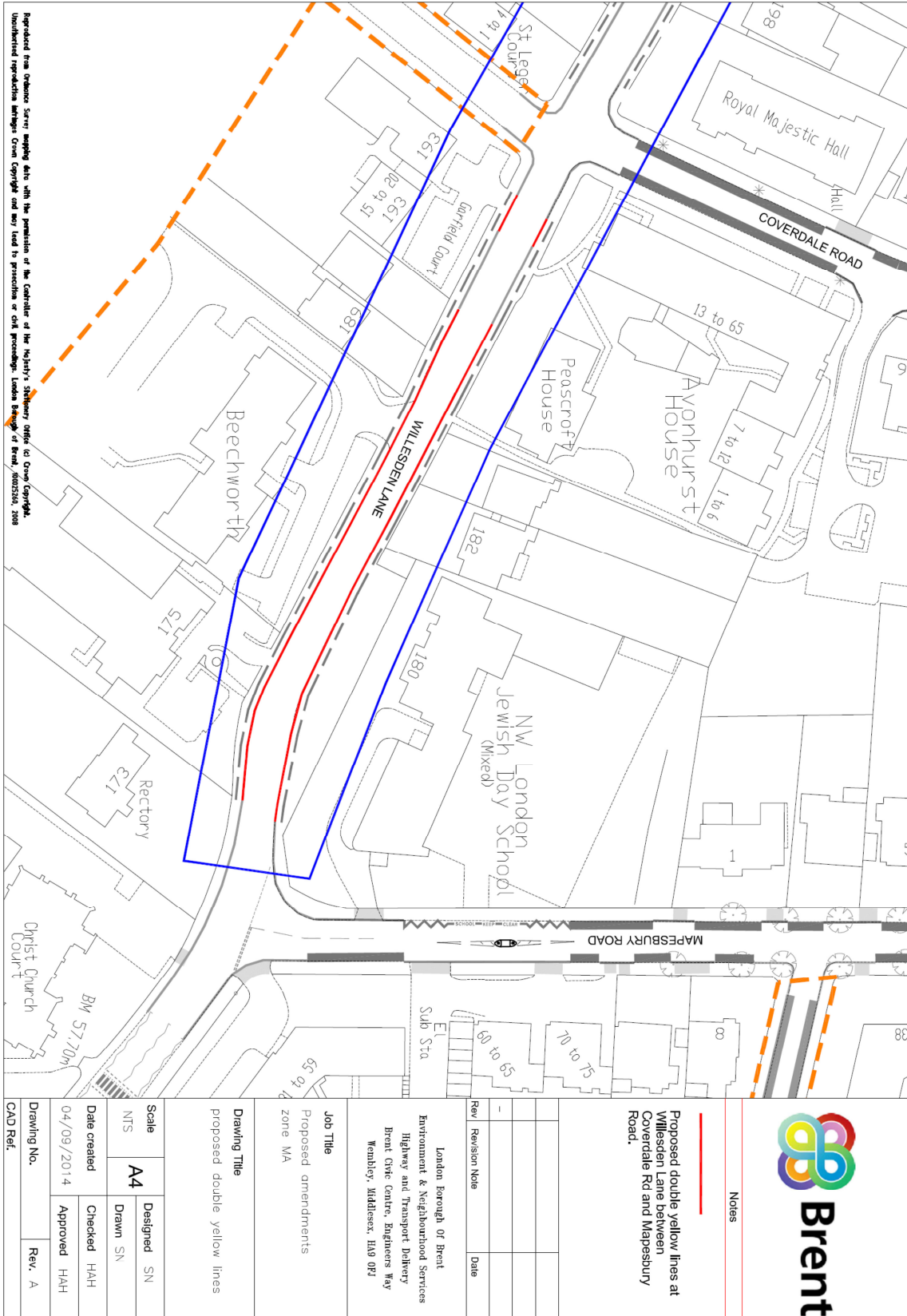
Appendix A (iii) - Plan of proposed amendments to Zone MA
Proposed double yellow lines at Lydford Road



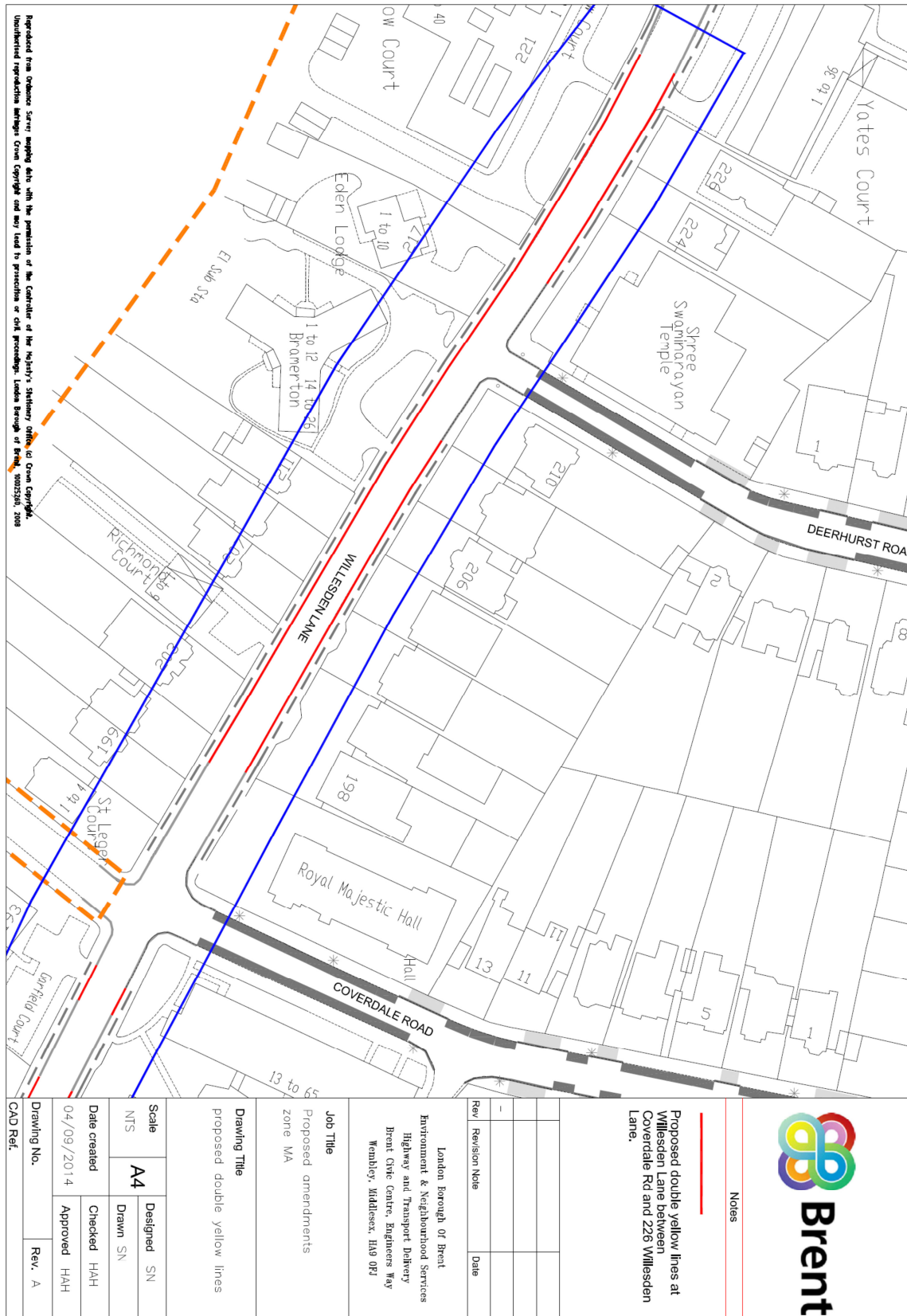
Appendix A (iv) - Plan of proposed amendments to Zone MA
Proposed double yellow lines at Chatsworth Road junction with Deerhurst Road and Coverdale Road



Appendix A (v) - Plan of proposed amendments to Zone MA
Proposed double yellow lines at Willesden Lane between Mapesbury Road and Coverdale Road



Appendix A(vi) - Plan of proposed amendments to Zone MA
Proposed double yellow lines at Willesden Lane between 226 Willesden Lane and Coverdale Road



Notes

Proposed double yellow lines at Willesden Lane between Coverdale Rd and 226 Willesden Lane.

Rev	Revision Note	Date
1		

London Borough of Brent
 Environment & Neighbourhood Services
 Highway and Transport Delivery
 Brent Cycle Centre, Engineers Way
 Wembley, Middlesex, HA9 0PZ

Job Title
 Proposed amendments
 zone MA

Drawing Title
 proposed double yellow lines

Scale	Designed	Drawn
NTS	SN	SN

Date created	Checked	Approved
04/09/2014	HAH	HAH

Drawing No.	Rev.
CAD Ref.	A

Appendix B – Letter from Lead Member for Highways and Transportation



Brent Civic Centre,
Engineers Way,
Wembley
Middlesex HA9 0FJ
TEL / MOB 020 8937 5124
EMAIL transportation@brent.gov.uk
WEB www.brent.gov.uk

16th February 2014

Dear Resident / Occupier,

Chatsworth Road – Proposed Parking Restriction Changes

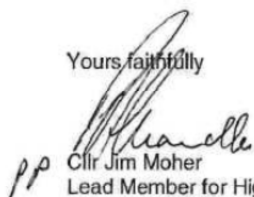
The Council has been consulting over a proposal to prevent obstructive parking and increase the weekend times of operation of some of the parking bays on Chatsworth Road in Willesden, which is close to the Shree Swaminarayan Temple.

The Council consulted with local people over the proposed use of double yellow lines at road junctions to prevent obstruction, along with a proposal to increase the weekend operating hours of parking bays on Chatsworth Road. There has been strong support and strong opposition to these proposals.

The Council fully sympathises with local people's wish to park on their roads, particularly within Controlled Parking Zone areas such as this. We are also mindful of the importance of the Temple to the Hindu community.


Given the contrasting feedback that we've received we propose to hold further discussions with the Temple and Chatsworth Road residents to see whether we can find a solution that is acceptable to all.

Yours faithfully


pp Cllr Jim Moher
Lead Member for Highways & Transportation

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 Brent	<p style="text-align: center;">Highways Committee 20 October 2014</p> <p style="text-align: center;">Report from the Head of Parking and Lighting</p>
For Action	Wards Affected: Willesden
Petition – CCTV parking and traffic enforcement at Willesden Green	

1.0 Summary

1.1 This report informs the Committee of two petitions, in respect of the use of CCTV cameras for the purpose of enforcing parking regulations.

2.0 Recommendations

2.1 That the Committee note the content of the petitions, set out in paragraphs 3.2 and 3.4, and the issues raised within.

2.2 That the Committee note that the use of CCTV for the purpose of enforcing parking contraventions in High Road, Willesden Green is appropriate, and that cameras are not being misused, as established through the investigations within this report.

2.3 That the main petitioner be informed of the outcome of the Highways Committee report in respect of this matter.

3.0 Details of Petition

3.1 A petition has been received by the Council from the 'Willesden Green Traders Association', and signed by local businesses, their suppliers; residents and customers of businesses located in High Road Willesden those at the junction of High Road and Dudden Hill. The petition has been verified in accordance with the Council's procedures and has 146 signatures.

3.2 The full wording of the petition is:

“we are extremely concerned about CCTV Cameras based by the scout house on the High Road Willesden and on the junction of High Road Dudden Hill are being misused. Initially the cameras were installed for crime prevention but now are used for parking offences. The businesses on the Willesden High Road is already badly suffering due to recession and are finding it difficult to trade please avoid the cameras for parking offences”

3.3 A further petition raising similar issues has been received by the Council from the “Willesden Green Residents and Traders Association”. The petition has been verified in accordance with the Council’s procedures and has 68 signatures.

3.4 The wording of this petition is

“We the residents of Willesden Green are opposing the use of our CCTV to be used as parking cameras and would like them to be put back for crime prevention only”

3.5 A copy of both petitions is available for inspection by Members of the Highways Committee.

4.0 Background

4.1 The Council own CCTV (Closed Circuit Television) cameras along the stretch of highway which includes High Road, Willesden Green, and Dudden Hill Lane. The cameras are used for a variety of purposes, although principally for crime prevention purposes.

4.2 The roads specifically affected by camera enforcement referred to in the petition are located within Controlled Parking Zone (CPZ) zone GH. The section of road reviewed is adjacent to the Scout Centre, on High Road Willesden to it’s junction with Dudden Hill. The cameras in question are camera assets 219 & 220.

4.3 Traders have recently expressed concerns to the Council that their suppliers and customers are receiving an increased volume of Penalty Charge Notices when parking as a direct consequence of the CCTV cameras located in the immediate area.

4.4 The petitioners have requested that the CCTV cameras are not used for the purpose of enforcing parking regulations.

4.5 Officers have reviewed the parking restrictions in place on the affected stretch of highway and how the cameras are specifically being used from an enforcement perspective. Details of that investigation are set out below.

5.0 Investigation

Enforcement Methods

5.1 The Council uses a variety of methods to bring about parking and traffic compliance in the borough, including Civil Enforcement Officer (CEO) deployment, Removal Truck deployment, Mobile CCTV deployment, and CCTV officer deployment (located in the Council's CCTV Enforcement Room in the Civic Centre).

5.2 The different methods of enforcement have different advantages / disadvantages over one another. By using all methods the Council ensure that they offer the best response to parking/traffic compliance issues whilst being cost effective. The advantages/disadvantages of each method are broadly outlined below:

5.3 Comparison of enforcement methods:

Method	Description	Advantages	Disadvantages
Civil Enforcement Officer Enforcement	Officers deployed throughout the borough, with Hand Held Computers.	Officers may enforce restrictions where permits or disabled badges are displayed; Officers may provide advice to motorists; Officers are a visible enforcement presence	Identification of offences is difficult; Officers are often in confrontational situations; Officers encounter difficulties in enforcing 'no stopping' contraventions and contraventions where the driver is close or at the wheel of the vehicle; the enforcement process is slower (inefficient) and therefore more costly by comparison
Mobile CCTV/ANPR Enforcement	Officers deployed in cars which are fitted with CCTV/ANPR Equipment	Effective enforcement of 'no-stopping' restrictions such as School Keep Clear markings; Able to be deployed to areas inappropriate for foot enforcement and out of view of static cameras; Able to identify some offences for other officers to enforce.	CCTV vehicles often have problems parking in order to carry out enforcement (particularly at busy junctions). Enforcement may be unproductive (the vehicles cameras are limited to one field of view)
Static CTV Enforcement	Officers deployed in the Councils control room, monitoring approximately 70 cameras located across the borough	Effective enforcement loading and waiting restrictions (yellow lines), stopping restrictions (zig-zags) and bus stops; very productive use of officer time (officers may switch views to over 70 camera sites across the borough).	Cameras are static (they can only enforce the areas within their field of view).

Removal Enforcement	Officers deployed in two Removal (Tow) Trucks, which patrol the borough	Instant relief of obstructive parking (which may create an obstacle to traffic, or present a hazard to other motorists/pedestrians)	Removal enforcement is only suitable for certain contraventions.
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- 5.4 The site in question, High Road Willesden Green (and surrounding) is enforced by a blend of all enforcement methods, although the most prevalent method is static CCTV enforcement. This is simply due to camera locations and the types of parking restrictions within the cameras' field of view.
- 5.5 Consultation was undertaken at the time of the introduction of the CPZ, but specific consultation was not undertaken prior to the use of CCTV enforcement in this location. There is no statutory expectation that the council will consult over which of the enforcement methods available to it will be used in each location. Nor is there any statutory requirement for specific signage drawing attention to the use of CCTV enforcement at any specific location. The offences being enforced against are significant offences causing safety problems, congestion and inconvenience to other road users, and the clear signage warning of the restrictions is sufficient for motorists to be aware that they are committing an offence, and are at risk of receiving a PCN.

Detailed regulations

- 5.6 The junction of Dudden Hill Lane and Willesden High Road is one of the busiest roads in the borough and is part of the major route network. As part of its Network Management Duty, the London Borough of Brent are obliged (under the Traffic Management Act 2004) to secure the expeditious movement of traffic on the authority's road network.
- 5.7 The volume of vehicle flow in the area means that there is a need for continual parking enforcement activity. Constant enforcement activity may be achieved through the use of camera enforcement but is not possible with foot based patrols. The level vehicle throughput at this stretch of highway makes CEO patrol based enforcement largely ineffective making it difficult for the borough to deliver upon its statutory obligations.
- 5.8 The junction needs to be clear of obstruction during hours of peak flow to help reduce congestion during these times. Waiting and loading restrictions are in place to maximise capacity at the location.
- 5.9 Waiting (parking) and loading is not permitted on the junction of Willesden High Road and Dudden Hill Lane. Restrictions are in place here to ensure obstructive parking does not impede the flow of traffic, and as a general road safety measure. Parking on these restrictions may create congestion.

- 5.10 On the westbound section of Dudden Hill Lane, waiting and loading are forbidden at all times. Parking in this location would impede the flow of traffic.
- 5.11 The restrictions adjacent to the properties between 296 and 304 High Road Willesden, prohibits loading and unloading at peak traffic hours (8 - 9am and 4.30 - 6.30pm Monday to Friday) and also prohibits waiting (parking) at all times. The Council consider that parking in this stretch of road will impede the flow of traffic; however, also recognise that businesses require a place to load/unload outside of peak traffic hours).
- 5.12 The same loading prohibition applies between 321 High Road Willesden and the bus cage outside 335 – 339 High Road Willesden, and with waiting restrictions applying between 8am and 6pm.
- 5.13 Outside 305, 307, 309, and 321 High Road Willesden, loading/unloading is prohibited between the 8 - 9am and 4.30 – 6:30pm Monday to Friday. Waiting is prohibited at all times. Again, the Council are attempting to facilitate the needs of local businesses by providing an area to load/unload outside of peak traffic hours.
- 5.14 From the bus cage opposite 19 Dudden Hill Lane to the junction with the High Road, Willesden, waiting and loading are prohibited at all times. Parking in this area may be dangerous, and will certainly affect the movement of traffic.
- 5.15 From 19 and 21 Dudden Hill Lane to the junction with the High Road, Willesden, loading/unloading is prohibited between 7am to 10am and 4pm to 7pm.
- 5.16 From the junction of Dudden Hill Lane to the property boundary of 276 and 278 High Road, Willesden, no loading/unloading is permitted between 8am to 9.30am and 4:30pm to 6:30pm, Monday to Friday, and waiting is forbidden at all times.

Issuance

- 5.17 The below tables demonstrate the level of enforcement activity from Cameras 219 & 220 for the calendar year to date.

Camera 219

	Yellow Line	Double Parking	Bus Stop	Footway Parking	Pedestrian Crossing	Total	PCNs per day
January	179	0	1	74	2	256	8.26
February	143	0	0	78	2	223	7.96
March	207	2	2	104	1	316	10.19
April	156	0	0	68	11	235	7.83

May	122	0	1	54	2	179	5.77
June	81	0	2	77	1	161	5.37
July	133	1	2	52	3	191	6.16
August	39	0	2	36	6	83	2.68
Average	133	0	1	68	4	206	7

Camera 220

	Yellow Line	Double Parking	Bus Stop	Footway Parking	Pedestrian Crossing	Total	PCNs per day
January	13	0	0	6	0	19	0.61
February	2	0	2	7	0	11	0.39
March	0	2	0	2	0	2	0.06
April	0	0	0	10	0	10	0.33
May	1	0	1	21	0	23	0.74
June	0	0	0	16	0	16	0.53
July	1	1	2	11	0	14	0.45
August	5	0	0	13	1	19	0.61
Average	2.75	0	0.625	10.75	0.125	14.25	0.47

5.18 Issuance is limited to the most serious types of parking contraventions; that is to say that it is limited to yellow line enforcement, double parking, bus stop enforcement and footway parking.

5.19 All of these offences are problematic for Civil Enforcement Officers to effectively enforce. That is to say that for these types of contravention, unlike parking bay offences, the motorist is likely to be close to the contravening vehicle. The combination of the Civil Enforcement Officers proximity to the vehicle and the speed in which they can note vehicle particulars means that motorists are afforded enough time to drive away before the officer is able to issue a Penalty Charge Notice. Clearly, this process is ineffective as motorist compliance will not be achieved; there is no discouragement to the driver to dissuade him/her from committing future contraventions.

Footway Parking

5.20 As demonstrated in the above tables (5.16), the highest volume contravention enforced by CCTV Camera 220, and the second highest volume enforced by camera 219 is footway (pavement) parking. The Council takes a serious view of parking on the footway; there is a London-wide ban of footway parking under the Section 15 Greater London Council (General Powers) Act 1974.

5.21 There are several reasons for a zero tolerance approach to footway parking:

- Pedestrians are directly inconvenienced;
- Some pedestrians are hindered, in particular: those who are visually impaired; parents pushing prams/pushchairs; and those who are restricted to wheelchairs;

- Footway parking breaks paving stones, and may lift stones from the footway. This in turn not only presents the Council with maintenance costs, but also generates trip hazards for pedestrians;
- Footway parking may also damage utilities running beneath the surface of the footway. That is to say that those carriageways are built to withstand the weight of vehicles; footways are only built to withstand the weight of pedestrians. This may indirectly create longer term problems for network management if utilities are required to repair damages.

5.22 Footway exemptions are present in some parts of the borough, although this is restricted to residential streets, where the demand for parking exceeds supply (parking capacity is restricted by carriageway width). Exemptions are only made following officer assessment.

Crime Prevention

5.23 The camera infrastructure in Brent determines that parking enforcement is a secondary use of the camera. That is to say that the identification and prevention of crime is the principal purpose of most cameras.

5.24 Officers working in crime prevention view cameras from a separate camera suite within the Civic Centre. Parking and traffic enforcement officers are contained within their own purpose built facility.

5.25 Should a crime (or a potential crime) be detected in the local area, officers working towards the purpose of preventing crime always have priority in taking control of the device. This is the case even if an enforcement officer is in the process of recording a parking contravention. By default, this ensures the camera is being used for its principal purpose, and the process of parking and traffic enforcement is secondary.

5.26 However, using the camera for parking/traffic enforcement as a secondary purpose ensures that officers are actively viewing activity within the cameras field of view. Should any suspicious activity be observed, the increased level of focus on the boroughs camera network increases the probability of crime being detected.

Support for Local Trade

5.27 There are a number bays set aside for the use of visitors to High Road Willesden Green, which may be used by visitors to local shops. Details of where these bays are may be found, and their proximity to camera assets 219/220, may be found in the maps attached as appendices A & B. These bays are included in those which now have a low cost short-stay tariff (20 pence for 15 minutes); a tariff implemented in October 2013 aimed at supporting local trade.

- 5.28 Enforcement of these visitor parking bays is not undertaken by static CCTV cameras, but the aim of the restrictions in these bays and of enforcement of them is to encourage high take up and frequent turnover of the bays to ensure that parking is available for shoppers.
- 5.29 There is no evidence or strong links to support statements which make links between parking/traffic enforcement and a downturn in local trade. There are a number of factors which may be considered here: demand for goods sold locally; presence of competitors in other areas; a lowered spending power resulting from recent recession.
- 5.30 The enforcement of yellow lines and bus stops undertaken by static CCTV tackles inconsiderate and dangerous parking which obstructs traffic flows and endangers or inconveniences other road users and pedestrians. This type of enforcement should not impact on trade. The problems it addresses tackle behaviour prohibited by local Traffic Management Orders which were created following a statutory consultation process.

Other Considerations

- 5.31 The Government is proposing to ban some aspects of parking enforcement in the near future. The implications for the Council are not yet clear, as the extent of the ban has not yet been established, and nor has the implementation date for a ban. Government proposals currently sit within the Deregulation Bill currently with the upper house.

6.0 Report Findings

- 6.1 The investigation concludes that enforcement from camera assets 219 & 220, at the junction of High Road Willesden Green, and Dudden Hill Lane are not being misused on the basis that:
- Officers investigating matters relating to crime prevention ultimately have control of the assets.
 - Assets 219 & 220 have been certified by the Vehicle Certification Agency (on behalf of the Department for Transport) as Approved Devices; meaning that the asset may be used for the purpose of parking enforcement.
 - The volume of contraventions identified by the cameras are typical when compared with other key camera enforced sites in the borough.
 - The types of contraventions enforced via the camera are appropriate, and will assist the council in promoting motorist compliance with:
 - Yellow lines. Thereby improving the flow of traffic.
 - Bus Stops. Thereby improving journey times and promoting sustainable forms of transport.
 - Footways. Thereby improving the condition of the pavement for pedestrians, and removing obstructive parking.

7.0 Financial Implications

7.1 Officers recommend that no changes are implemented as a result of this petition, and as such no financial implications arise.

7.2 Should the camera be turned-off it is likely that there would be a number of financial consequences for the authority:

- In order to ensure compliance additional Civil Enforcement Officers would need to be deployed in order to enforce parking regulations and achieve compliance with Traffic Management Orders. This method is less efficient than the use of static cameras and therefore the Parking Account would require additional financial resources in order to sustain its current performance.
- The footway could deteriorate through increased non-compliance; requiring the Council to fund repair work from its limited budget available for the purposes of footway maintenance.

8.0 Legal Implications

8.1 The Council enforce parking regulations under the provisions of the Traffic Management Act 2004.

8.2 Cameras used for parking enforcement are certificated as 'Approved Devices' under the provisions of the Traffic Management Act 2004 part 6.

9.0 Diversity Implications

9.1 There are no diversity implications arising from this report.

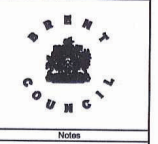
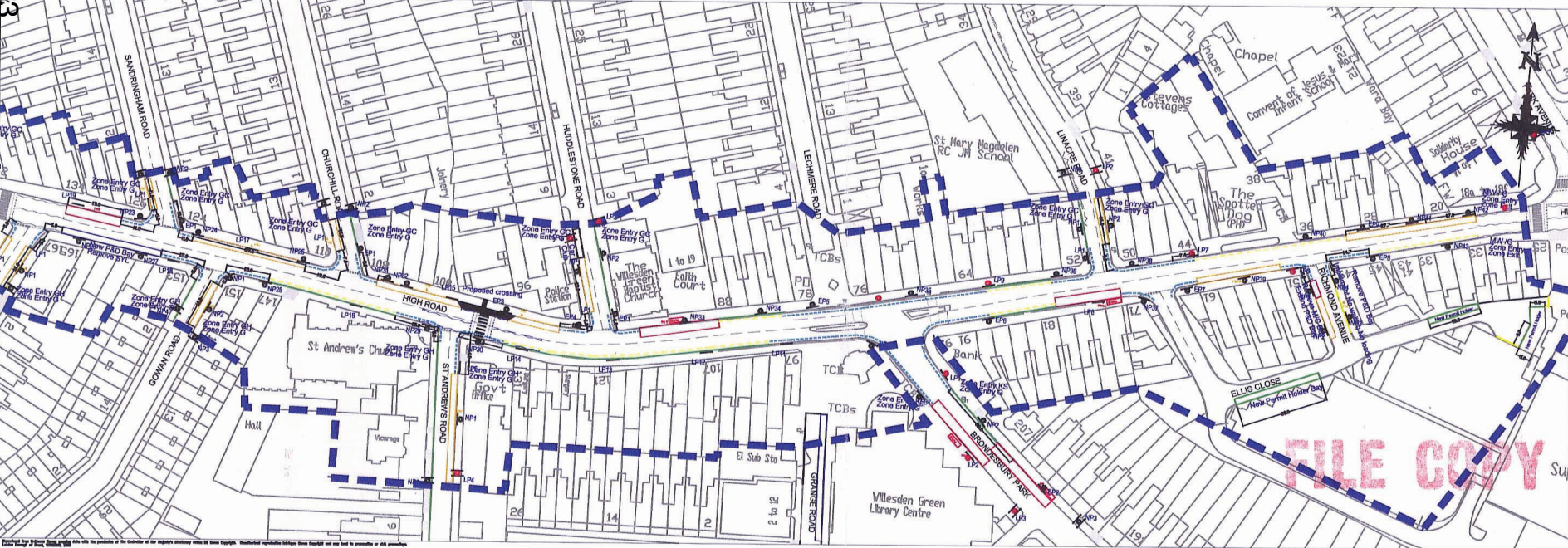
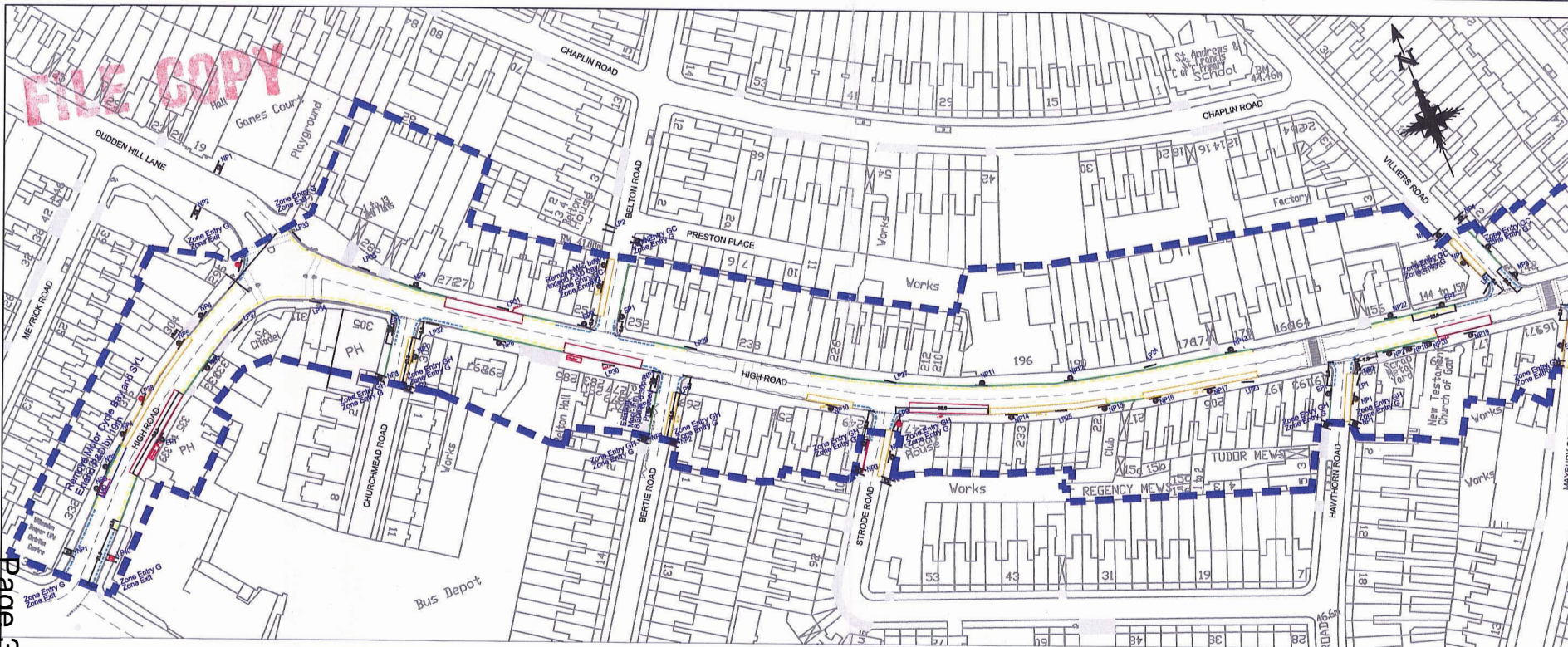
9.2 Officers would note that many parking infringements identified by cameras 219 and 220 are footway parking issues. Officers are working hard to bring about footway parking compliance throughout the borough. Footway parking can limit the width of the footway; this adversely impacts upon disabled and visually impaired residents and visitors.

10.0 Contact Officer:

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Notes


KEY

- Bus stop clearways
"At any time"
- Play and Display parking
Max stay 1 hour no return in 2 hours
Mon - Sat, 8.00am - 6.30pm
- Motorcycle only parking
Mon - Sat, 8.00am - 6.30pm
- Proposed
Existing
"At any time" waiting restrictions
No Loading
- Existing
Mon - Sat, 8am - 6.30pm
Mon - Fri, 8am - 6.30am
4.30pm - 6.30pm loading restrictions
- Mon - Fri, 8.30am - 6.30pm
waiting restrictions
- New "At any time" waiting restrictions
No Loading
- New Play and Display parking
Max stay 1 hour no return in 2 hours
Mon - Sat, 8.00am - 6.30pm
- New Permitt Holder Day

Date Rev.	Comments
Amendment 1	Amend Strength of Busk Enforcement & Offences Transportation Routes Data Road Names, 90-99 High Road Waltham, HAMMERS, MAP ONE
JOB Title	Willesden High Road Play and Display Scheme
Drawing Title	Zone G Controlled Parking Zone
Scale	1:5000 A0
Date created	Nov 09
Design	Drawn B.S. Checked S.H. Approved A.H.
Drawing No.	TP 603_DD_01 Rev. A

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 Brent	Highways Committee 20 October 2014 Report from the Head of Transportation
For decision	Wards Affected: Dollis Hill, Dudden Hill
Petition for Road Improvements in Tanfield Avenue	

1.0 Summary

1.1 This report informs the Committee of a petition received in July 2014 from Residents in Tanfield Avenue requesting improvements to the road.

1.2 The petitioners believe that:

- The condition of the road in conjunction with the type of traffic travelling upon it is causing vibrations.
- These vibrations are resulting in structural problems to their properties.
- The construction of the road is not suitable to take the load of Heavy Goods Vehicles (HGVs) and buses, which regularly use it.

1.3 Based on research by the Department for Transport (DfT) into the effects of vertical traffic calming features such as speed cushions and road humps, whilst properties within 5 metres may notice vibrations, they are at a level that poses no risk to properties. In Tanfield Avenue the average distance from the properties to the carriageway is 8 metres.

1.4 Officers have drawn up a number of actions and planned measures described in the report to mitigate the issues of noise and vibration in Tanfield Avenue.

2.0 Recommendations

Members are requested to:

2.1 Note and agree that vibrations arising from the general construction and condition of the highway are considered unlikely to be the cause of structural damage and problems to adjacent properties and reject the petition.

2.2 Note the combined actions and planned measures described in the report to mitigate the issues of noise and vibration that are sourced from the typical traffic levels and road condition that are evident in Tanfield Avenue.

- 2.3 Note that, a short section of approximately 50 metres in length and the full width of the road outside properties nos. 26 to 38 was identified via a condition assessment to contain defects that contribute to noise and vibration. Resurfacing of this section is programmed for completion in autumn 2014.
- 2.4 Note that Tanfield Avenue is in a 7.5 tonnes weight restricted area, which has been identified for periodic traffic enforcement involving CCTV camera equipped vehicles. Therefore there is no requirement to install CCTV.
- 2.5 Note that Transport for London (TfL) are responsible for London's safety camera programme. Their Surface Planning Team liaise with representatives from the boroughs on improvements to existing sites, identification of new sites and decommissioning sites, where it is agreed that cameras are no longer required.
- 2.6 Note that TFL apply stringent prioritisation criteria to determine which sites will have speed cameras installed. There must have been a minimum of 4 killed or seriously injured (KSI) collisions in a three year period, and at least 2 of these must have been identified in accident reports as being a result of speeding. There have been no reported personal injury accidents in Tanfield Avenue for the 3 year period up until the end of April 2014, therefore a speed camera would not be justified.
- 2.7 Note and agree that a letter will be sent to TfL highlighting the need for bus drivers to be mindful of noise and appropriate speeds when travelling along Tanfield Avenue.

3.0 The petition

- 3.1 The petition, received from the lead petitioner Mrs Halyna Harbuz representing residents in Tanfield Avenue, requests that the Council undertake road improvements to Tanfield Avenue.
- 3.2 The petition asks the Council to address and investigate the following issues and suggestions:
- Adequacy of existing road construction, with a suggestion that it is unsuitable for the HGV and bus traffic that regularly travel along it.
 - For HGVs to be restricted from driving along Tanfield Avenue.
 - The removal of existing speed cushions (humps) as they are causing additional vibration.
 - A suggestion that CCTV or a speed camera be installed as a deterrent against speeding.
 - A request for funding or a grant to made available to residents to carry out necessary repairs to their properties as a result of the vibrations.
- 3.3 The petition has been verified to be in accordance with Standing Orders. The full wording of the petition is found in Appendix A – 'Petition to improve the road vibration in Tanfield Avenue'. The petition has 120 valid signatures.
- 3.4 The petition was also accompanied with a privately commissioned Technical Report on the condition of property number, 87 Tanfield Avenue. The report was carried out by 'Davies', who provide a 'building surveying' service. This report is found in Appendix B. The report describes details of cracking damage located within the property.
- 3.5 In relation to the cracking damage under the reports sub-heading of 'Discussions' the following quote is pertinent to the petition: "However we note that some of this damage may have been exacerbated by vibration from road traffic".

4.0 Existing Situation

- 4.1 Tanfield Avenue is a two-way single carriageway road located in between A4088 Dudden Hill Lane and Crest Road. It is 500m in length and falls within the Dollis Hill and Dudden Hill Wards. It is fronted by residential properties and forms part of bus routes 182, 245 & 332. The road is currently subject to a 30mph speed limit.
- 4.2 Tanfield Avenue is one of London's non-principal classified C roads and provides access to the surrounding estate roads. Tanfield Avenue is subject to traffic volumes and types of vehicle which are consistent with this type of road and location.
- 4.3 The petition requests that HGVs are stopped from driving along Tanfield Avenue. Officers do not think this measure would be appropriate as many HGVs need to access this area to carry out their business e.g. to make deliveries to local shops and houses. There is an existing 7.5 tonne weight restriction in the area so the Council can take enforcement action against any heavy goods vehicles exceeding this weight limit that do not have a legitimate reason to be within the restricted area e.g. to load or unload. A plan showing the extent of the zone is found in Appendix D.
- 4.4 A visual assessment of the condition of the road in Tanfield Avenue was completed by a Brent officer following receipt of this petition. A surface defect was identified that could contribute to noise and vibration as it met the intervention level for reactive maintenance, a repair was ordered and completed by 18 July 2014.
- 4.5 The petition suggests that core samples be taken to establish thickness of the carriageway. As noted elsewhere within this report, it is unlikely that the vibrations sourced from the highway construction are the causes of any damage to the properties. Therefore officers do not recommend taking any core samples, however as a check we will be investigating the condition of the carriageway construction when we carry out planned resurfacing work in Tanfield Avenue.

Enforcement/CCTV

- 4.6 The Council's parking and traffic enforcement team currently undertake enforcement throughout the borough of the HGV weight restriction. CCTV enforcement vehicles and cameras are used to enforce vehicles in contravention of traffic orders, which results in vehicles being subject of Penalty Charge Notices. The parking appeals team consider representations that are received from affected motorists and organisations who are required to adduce evidence exempting them from the contravention.
- 4.7 Speeding enforcement is not undertaken by the Council. This function is the responsibility of the Metropolitan Police.
- 4.8 The Council will review existing traffic speeds and any additional measures required to reduce traffic speeds in developing and implementing the Dollis Hill Area 20mph zone in 2014/15 and 2015/16, (Refer to para 5.8). In the meantime residents should report any concerns about traffic speeding to the Metropolitan Police Safer Neighbourhoods team.

Buses

- 4.9 TfL provide bus services to meet the needs of Londoners across the capital and make decisions on the routes based on demand modelling and logistics. The Council liaises with TfL to ensure that the services provided meet the needs of the community and to ensure any community concerns regarding service provision and infrastructure are taken into account.

- 4.10 At present, Tanfield Avenue is serviced by three double-decker bus routes: 182, 245 and 332. At their busiest (weekdays between 11am and 7pm), these three routes are timetabled to have between 19 and 31 services per hour per direction along the length of Tanfield Avenue. Frequencies are lower outside of peak hours and on weekends and bank holidays.
- 4.11 By comparison, nearby Dollis Hill Lane is serviced by one single deck bus route (232) which generally has four services per hour per direction from 6am to 9pm. The A406 (North Circular Road) is also serviced by one single-deck bus route (112) which generally has 5-6 services per hour per direction from 7am to 9pm.
- 4.12 The petition requests that “sleeping policeman be removed particularly as buses drive over them without attempting to slow down”. Speed cushions located along the length of Tanfield Avenue are in place to control the speed of all vehicles using the road. The Council are opposed to removing these speed control devices as this would encourage greater speeding by all drivers. TfL are responsible for managing the behaviour of their drivers on all roads in Brent. As such, the Council is limited in what actions can be taken to influence the behaviour of drivers. Notwithstanding this, in an effort to mitigate any issues of inappropriate speeds and noise caused by buses, The Council will prepare a letter to be sent to TfL with regards to bus driver behaviour on routes within Brent and in particular Tanfield Avenue.

5.0 Detail

Noise and vibration

- 5.1 Research has been carried out by the Department for Transport (DfT) and their Traffic Advisory Leaflet 8/96 Road humps and ground-borne vibrations advises on the effects of vertical traffic calming features such as speed cushions and road humps. This report is found in Appendix E. The same principles apply with regard to defects in the carriageway surface. For properties built on London Clay, the type of sub-soil found in the Tanfield Avenue area, the research indicated that there may be potential for minor damage to properties that are within 2 metres of a speed reducing measure such as a speed cushion or a speed hump. However, the DfT report also identified that whilst properties within 5 metres may notice vibrations, they were at a level that posed no risk to properties. Furthermore, properties within 15 metres may also sense vibrations, but at a level which is immeasurable.
- 5.2 In Tanfield Avenue the average distance from the properties to the carriageway is 8 metres.
- 5.3 Taking into account the DfT research findings and the visual assessment completed by a technical officer vibrations sourced from the general highway construction are unlikely to be the cause of structural damage and problems to adjacent properties. Any vibrations sourced from the highway will most likely be caused by vehicles travelling over surface defects such as potholes and also traffic calming features such as speed cushions, exacerbated if vehicles are travelling at inappropriate (i.e. high) speeds.

Planned Major resurfacing – Short sections

- 5.4 The council has a limited budget to carry out major repairs to short sections of the highway which are beyond the scope of reactive maintenance and have not been included in our planned maintenance programmes. These short sections are based on condition and risk assessments of areas that are a cause for local concern.
- 5.5 In Tanfield Avenue, a short section of approximately 50 metres in length and the full width of the road outside properties nos. 26 to 38 was identified as an area containing defects that could be contributing to noise and vibration. Resurfacing of this section is programmed for

completion in autumn 2014. The outcome of this resurfacing is expected to help mitigate noise and vibration caused by existing surface defects.

Planned Major resurfacing – Classified Carriageways

- 5.6 The Council undertakes annual condition surveys on the entire classified road network (A, B and C Roads) and a fixed percentage of the unclassified (residential) roads in the borough. In addition to this annual borough-wide exercise, other sections of carriageways are also nominated for inclusion in the survey by stakeholders e.g. Members, residents, businesses etc. These annual condition surveys are undertaken by independently appointed consultants. Based on these surveys, prioritised lists of carriageways are compiled that determine those to be considered for inclusion in future major works programmes for carriageway upgrades. The prioritisation process takes into account a number of important factors that include findings of the independent condition survey data, engineering assessments, degree of usage, future maintenance costs, proximity of schools and future planned utility works.
- 5.7 The results of previous annual condition surveys do not indicate that Tanfield Road requires major structural works, therefore with the exception of the short section identified in para 5.5, there are currently no plans to undertake major resurfacing in Tanfield Avenue. However any footways and carriageways that meet the criteria for major improvement works in the most recent condition survey will be put forward for consideration for inclusion in future maintenance programmes.

Proposed Safety Improvement Scheme

- 5.8 The Council plans to invest £320,000 in the Dollis Hill Area scheme to design and implement a 20MPH Zone and safety improvements during 2014/15 and 2015/16, to reduce accidents and improve conditions for vulnerable road users. This will include Tanfield Avenue. A plan showing the extents of this scheme is found in Appendix C.
- 5.9 This scheme will reduce traffic speeds and consequently the levels of noise and vibration from vehicles travelling over traffic calming measures at inappropriate speeds. Therefore there is no requirement to remove or modify existing traffic calming features.

6.0 Conclusion

- 6.1 Considering the findings from the annual condition survey and the visual assessment on the general condition of the road for the traffic using it, and including the DfT research findings, it is considered unlikely that the road construction is the cause of the vibrations.
- 6.2 Any vibration sourced from the highway will most likely be caused by vehicles travelling over surface defects such as potholes and also traffic calming features such as speed cushions at inappropriate speeds. Measures are either in place or identified to mitigate possible vibration to residents as a result of this, through reactive repair and implementation of a 20mph zone.
- 6.3 The petitions “request for funding or a grant to be made available to residents to carry out necessary repairs to their properties as a result of the vibrations”. Based on the information described in this report, it is unlikely that the vibrations sourced from the highway are the causes of damage to the properties in Tanfield Avenue. It would therefore be inappropriate for this request to be agreed.

7.0 Financial Implications

- 7.1 The cost for the identified and completed reactive maintenance repairs and the cost for the short section area of resurfacing works programmed for completion in autumn 2014, is contained within existing budgets.
- 7.2 The Council plans to invest £320,000 in the Dollis Hill Area scheme to design and implement a 20MPH Zone and safety improvements in 2014/15 and 2015/16, which will include Tanfield Avenue.
- 7.3 There is £30k TfL funding and £75k S106 Funding in 2014/15 for this scheme and the balance is within the TfL 2015/16 funding priorities.

8.0 Legal Implications

- 8.1 There is a general duty of care upon public bodies and all landowners to take reasonable steps to avoid the condition of their land causing damage to neighbouring properties.
- 8.2 Annual maintenance programmes and a graded response to known issues consistent with recognised best practice and standards in highway management is the method by which highway authorities seek to undertake the performance of that general duty.
- 8.3 In summary nuisance is the physical interference with the enjoyment of a property.
- 8.4 The courts assess the application of the duty of care in nuisance by what is on balance considered to be fair, just and reasonable given the nature of the perceived risk and having regard to a range of factors including the age and location of the road and the available measures to remedy the matter consistent with recognised best practice.
- 8.5 Much depends on establishing a causal link between the use of the road and the alleged damage and the response to known issues in recognised best practice in respect of dealing with road vibrations and road conditions.
- 8.6 Damages relate principally the cost /expense of remedying any physical damage /conditions arising from road condition and any diminution in value if nuisance is proven.

9.0 Equalities implications

There are no equalities implications arising from this report.

10.0 Background Papers

Petition (Appendix A); Technical Report on the condition of property number, 87 Tanfield Avenue, by 'Davies' (Appendix B); Department for Transport (DfT) - Traffic Advisory Leaflet 8/96 Road humps and ground-borne vibrations (Appendix E).

11.0 Contact Officers

Moh Kamara – Strategic Asset Engineer, Transportation Service, 5th Floor, Brent Civic Centre, Brent Council, Engineers Way, Wembley, HA9 0FJ Telephone: 020 8937 5162. E-mail Moh.Kamara@brent.gov.uk

Tony Antoniou – Head of Transportation, Transportation Service, 5th Floor, Brent Civic Centre, Brent Council, Engineers Way, Wembley, HA9 0FJ Telephone: 020 8937 5151. E-mail Tony.Antoniou@brent.gov.uk

Appendix A – Petition letter from residents in Tanfield Avenue

Petition to improve the road vibration in Tanfield Avenue

We, the residents of Tanfield Avenue, submit our petition for improvement to the road problems which are causing structural problems to our properties on the road.

Thus far we have established that the concrete core/base is not suitable for either HGV or buses to be regularly moving on it.

We suggest a core sample should be extracted to establish the exact thickness of the foundation of the core/base on which the tarmac is laid.

We suggest that HGV lorries etc be stopped from driving on the road. Also that the 'sleeping policeman' be removed, as they are causing even more vibration, particularly as the buses drive over them without attempting to slow down. Or, perhaps, set up a camera or CCTV as deterrent against speed.

This issue needs to be addressed between all relevant authorities - TFL, Brent Council, London Mayor's Office, to establish a suitable solution, budgets and timescales to finally put a stop to this problem. Spreading another layer of tarmac has proven over the years to be a waste of time and resources as it has not resolved the issue.

We strongly suggest that whilst a solution is being found HGV Lorries should be stopped from driving on the road, without special council permission and until further notice.

We also require a fund or grants for the residents to carry out necessary repairs on their properties to damage already caused. Failure to cover these costs will leave the residents with no other recourse but to approach their insurance companies for compensation. This could result in a hefty bill to the authorities responsible.

We have a document detailing the problems the inappropriate road surfacing has caused and signatures of the residents who await your actions to resolve this issue.

24th June 2014

Appendix B – Technical report (Davies)



First & Final Technical Report

Date of Issue:	02 September 2010
Our Ref:	71011492
Your Ref:	46671062002
LV= 3rd Floor 69 Park Lane Croydon London CR9 1BG	Mr N Khan 87 Tanfield Avenue London NW2 7SB



Introduction

The technical and insurance aspects of this claim are being dealt with by our Regional Technical Manager Greville Marchant Tech RICS, ACIOB, MFPWS, Cert CII (Claims) in accordance with our project managed service.

This report has been prepared specifically in connection with the current insurance claim and is not a structural survey. As such, this report should not be relied upon as a statement of structural adequacy. It does not deal with the general condition of the building, decorations, services, timber rot, infestation or the like and does not include any part of the building that is either covered or inaccessible.

Description of property

The property is a two storey, four bedroomed, left hand, semi detached house with a two storey front bay and a rear single storey addition to the left and a loft conversion. The property is of solid brick construction with suspended timber floors at ground and first floor level, all under a pitched, tiled roof.

Topography of site and general location

The property is situated in a well established, residential area close to all amenities of NW2. The property is sited on an averaged sized plot which slopes down gently from right to left and steeply from front to back. We understand from the Insured that the loft was converted around 2006. The property was purchased with the benefit of a Survey which we have had sight of and there is no mention of any structural defects.

Geology

With reference to the British Geological Survey Website, the anticipated bedrock is London Clay Formation - Clay, Silt and Sand.

Vegetation

There was no vegetation noted that would have had any influence on the damage present.

Technical Circumstances

The Policyholder was concerned that the foundations may have been undermined by recent repairs in the road, following the laying of utility pipe work and services. The Policyholder feels that the property is now vibrating a lot more than it used to due to the local traffic, he has been in touch with the Local Authority who advised that his Insurers should be notified to inspect the property for possible foundation movement.

Description of damage

The Insured pointed out various areas of damage as follows:

- Front retaining wall adjacent to the left flank showing signs of cracking and is leaning out slightly
- Cracking over various doors at first and second floor levels
- Cracking at landing level to the partition wall between the WC and the staircase
- Wall/ceiling separation at first and second floor levels and various other places

Cause of damage

The damage present relates to general building defects expected in a property of the age and construction. In addition the construction of a loft conversion has caused an element of additional loading resulting in some of the cracks that are present above doors and on the wall/ceiling junctions causing separation.

Externally the cause of the boundary wall showing signs of cracking and distortion is most likely due to the additional pressure of the retaining front garden; however it must be noted that vibration from the local traffic is likely to exacerbate the elements of damage noted above. It is difficult to quantify the extent of damage that the vibration may cause.

Category of cracking

The category of cracking in accordance with Table 1, BRE Digest No.251 (as reproduced below) would be between categories 1 and 2.

Category 0	Negligible	Less than 0.1mm
Category 1	Very slight	0.1-1.0mm
Category 2	Slight	1mm to 5mm
Category 3	Moderate	5mm to 15mm
Category 4	Severe	15mm to < 25mm
Category 5	Very severe	More than 25mm

Discussions

The damage present is consistent with normal defects expected in a property of this age, style and construction and is mainly due to normal flexure, wear and tear. However we note that some of this damage may have been exacerbated by vibration from road traffic.

Recommendations

We recommend to the Insured that repairs are carried out during the next maintenance period and that they contact their Local Authority with regard to monitoring the extent of vibration being caused by the local traffic.

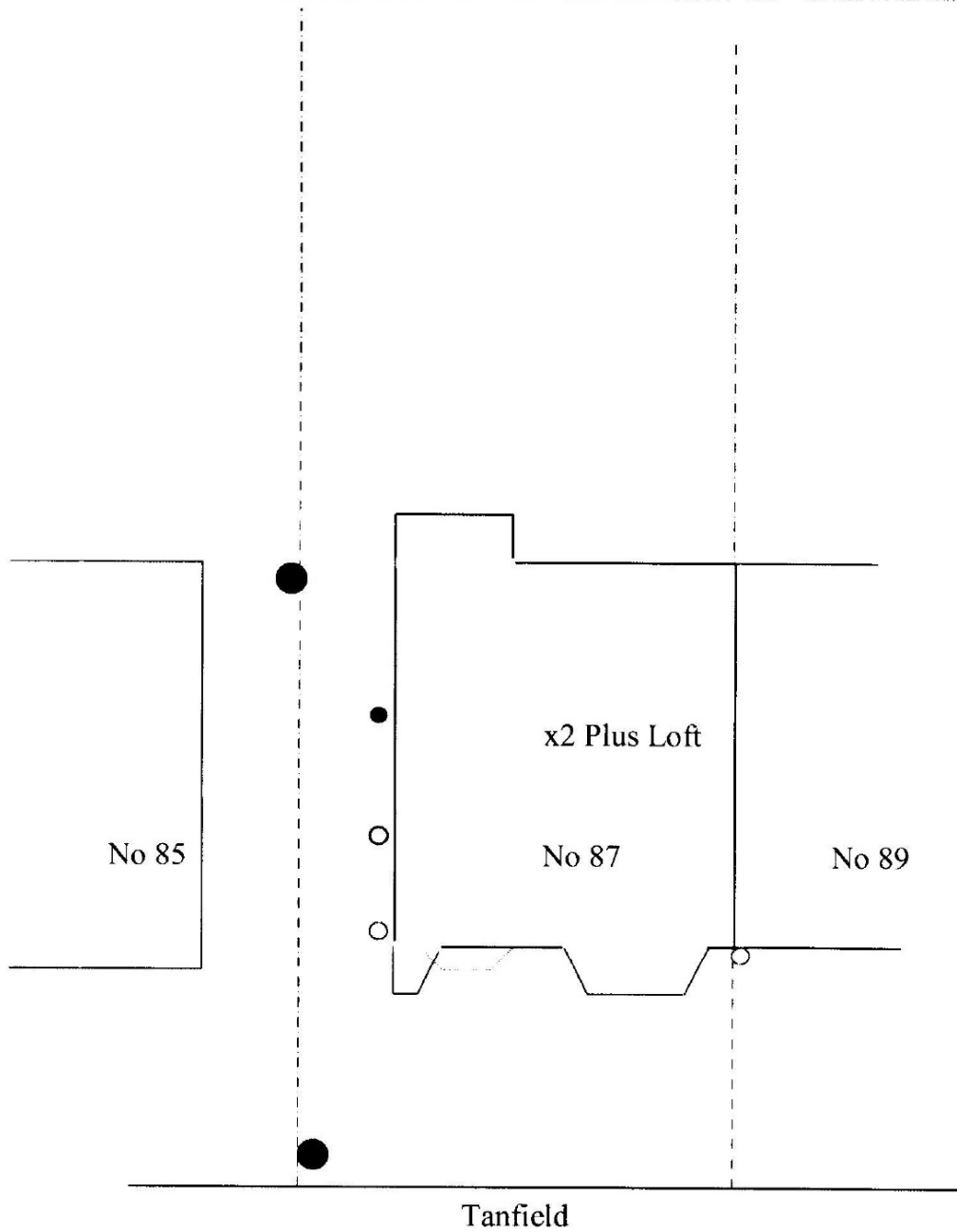
Attachments

Photographs
Site Plan

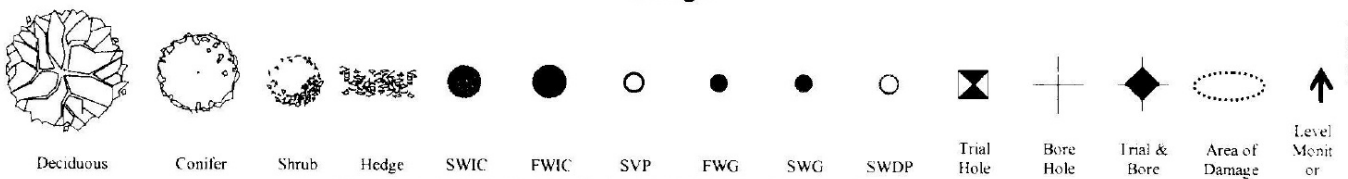
Site Plan

Not to Scale

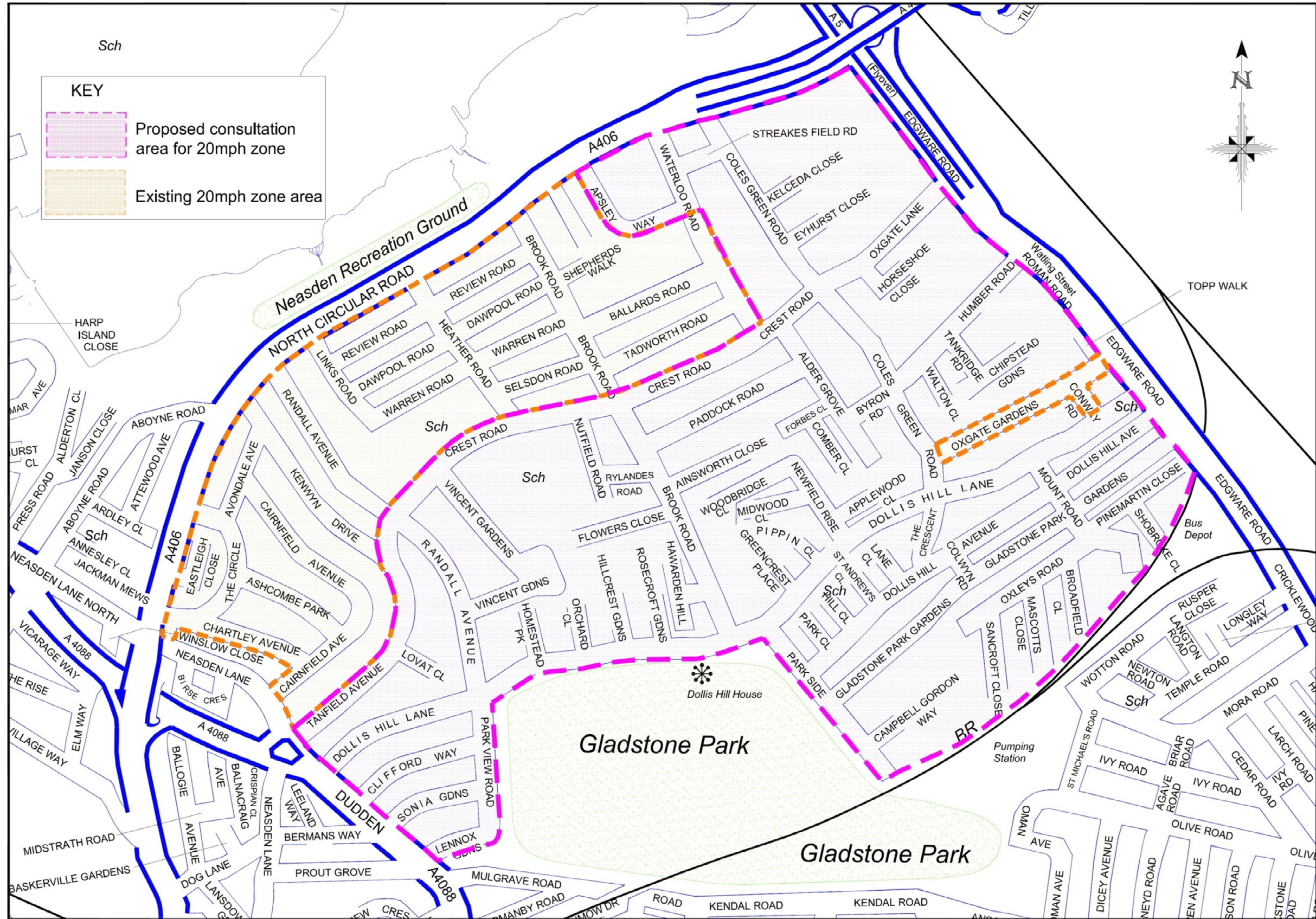
This plan is diagrammatic only and has been prepared to illustrate the general position of the property and its relationship to nearby drains and trees etc. The boundaries are not accurate, and do not infer or confer any rights of ownership or right-of-way.



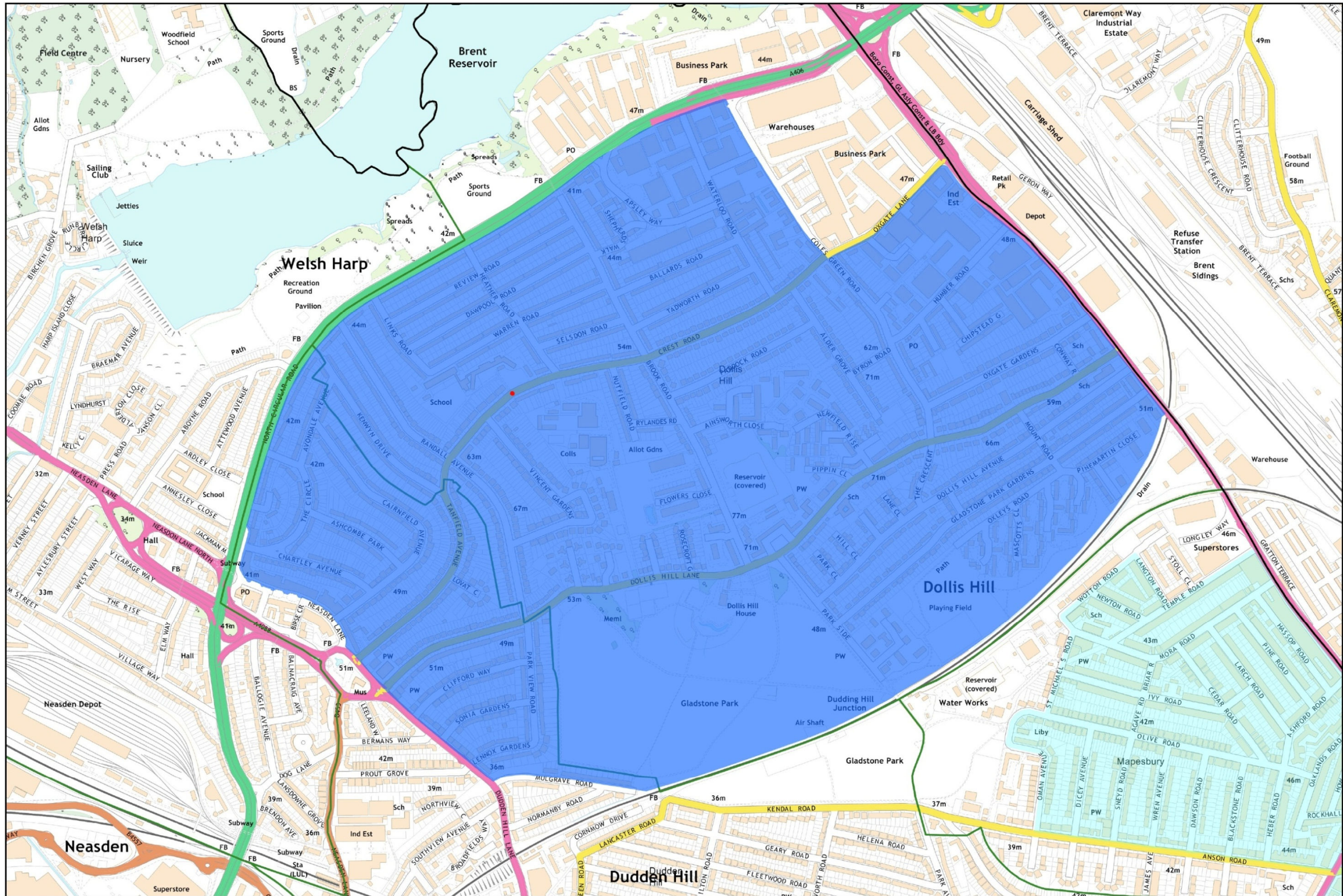
Key:



Appendix C – Dollis Hill Area Scheme – 20mph zone



Appendix D – Area of 7.5t Weight Restriction Zone



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0 100 200 metres



Traffic Advisory Leaflet 8/96
December 1996



Road humps and ground-borne vibrations

Introduction

The Driver Information and Traffic Management Division commissioned the Transport Research Laboratory (TRL) to carry out track trials to assess the effect which road humps (including speed cushions) might have in generating ground-borne vibrations when commercial vehicles are driven over them. The intention was to generate advice to local authorities, to help avoid the creation of possible nuisances. Measures of vibrations were made for a wide range of vehicle types crossing a selection of road humps, and the results were used to estimate the likely effects when placed on various soil types.

This leaflet summarises the investigations carried out and the results. More detailed information can be found in TRL Report 235, "Traffic Calming: Vehicle Generated Ground-borne Vibrations alongside Speed Control Cushions and Road Humps", which can be purchased from TRL.



Background

Vehicle generated ground-borne vibration is produced by reaction-forces imparted as a vehicle's wheels pass over discontinuities, such as

road humps, on the road surface. The highest levels of vibration are generated by heavy vehicles. Traffic vibration is a common source of nuisance; most of the nuisance results from low frequency noise emitted principally by large commercial vehicles. However, in some cases the problem has been thought to be due to ground-borne vibration, which was the subject of this study.

Ground-borne vibration diminishes as it radiates from its source. The firmer the soil in the vicinity, the more localised will be the vibration effects.

The TRL Trial

Eleven vehicle types were used, selected from three categories: light vehicle; buses and large commercial vehicles. The vehicles ranged from a passenger car, through single and double decker buses and a midi bus, to rigid and articulated goods vehicles. The two rigid vehicles had gross vehicle weights (GVW) of 7.5t and 17t, and the articulated vehicles had GVW of 32.5t and 38t. The 38t vehicle was fitted with steel leaf suspension, and the 32.5t vehicle with air suspension.

Generally the commercial vehicles were tested in both laden and unladen conditions. Special attention was to be given to whether an unladen vehicle with a steel leaf suspension axle generated more vibration than a laden one. This was thought possible, as in the unladen state the wheels can lose contact with the road surface as they run over the top of the road hump. The wheels of a laden vehicle were more likely to remain in contact with the road.

It was also considered important to establish whether ground-borne vibration was influenced by overall vehicle weight or by individual axle weight. If individual axle weight were a notable factor, a 17t two axle vehicle might cause higher levels of vibration than some multi-axle 38t vehicles.

The following types of road humps were tested:



Speed cushion installed at test site



A round top hump 65mm high



A flat top hump 75mm high



A "thump" (short hump) above the recommended height for this feature at around 75mm high, was used to examine the effect of a harsh profile on vibration generation

Objective

The objective was to determine the likely levels of vehicle generated ground-borne vibration alongside each of the road humps tested, for a range of different soil conditions. A prediction model had been developed by TRL as a result of previous studies (TRRL Report 246). With a scaling factor applied, it would enable the results from the trial to be used to predict ground vibrations for various soil types.

Results

As with previous studies, it was found that there was a tendency for vibrations to increase with increases in speed. For a given crossing speed the 74mm high "thump" generated the highest levels of vibration recorded during the study. The long flat top road hump also had high vibration levels relative to the other road hump types, though much lower than the "thump". The narrowest cushions gave results similar to each other, causing the least generation of vibration.

The side ramp gradients of the wider speed cushions also appeared to influence the level of vibration generated. The steeper the ramp, the higher the vehicles will ride over the cushion, and the greater the vibration.

In terms of commercial vehicle performance, for steel leaf suspension the vibration levels were much higher when the vehicles were unladen. However, in the case of a laden commercial vehicle with air suspension it was found that vibration levels were equivalent to, or higher than the levels measured when the vehicle was unladen. Multi-axle vehicles also tended to produce higher vibration levels than two axle vehicles, even though the axle load for the latter was greater in some cases.

Based on typical crossing speeds, for the various road hump types the longer wider cushions with the steepest side ramps (1:3) gave the highest maximum and mean vibration levels for commercial vehicles, followed by the long flap top hump. The round top hump gave the lowest maximum and mean vibration levels for commercial vehicles. Vehicles with GVW over 7.5t were found to generate the highest levels of ground-borne vibration.

For buses, the flat top road hump gave the highest maximum and mean vibration levels. The round top hump was next highest. The short (2m) length, 1.9m wide speed cushion with 1:4 side ramp gradients gave the lowest maximum and mean vibration levels.

British Standard 7385: Part 2 provides guide threshold values of vibration exposure which may give rise to minor cosmetic damage to buildings. The threshold relates to very minor damage such as the formation of hairline cracks on plaster finishes or in mortar joints and the speed of existing cracks. These values were used to calculate minimum distances which it would be desirable for road humps to be sited from dwellings, according to soil types (Table 1). Predictions have also been made of minimum distances within which sustained vibration exposure may cause superficial hairline cracks that might often go unnoticed. At lower levels of vibration exposure the table shows minimum distances required to avoid ground-borne vibration that would be perceptible or might give rise to complaint. These latter minimum distances were predicted based on a review of literature available. It can be seen that even very minor hairline cracking should not occur unless the road humps are placed less than 4m from a dwelling for even the softest soil. However, it is quite possible that the effects of a commercial vehicle crossing a road hump could, on these soft soils, be sensed up to 76m away. It is highly unlikely that any road hump will result in structural damage occurring to neighbouring buildings.

Design Guidance

Table 1 can be used as an initial guide, where similar hump designs are to be installed. This has particular relevance in trying to avoid locating road humps within distances where, because of the soil type, complaints regarding ground vibrations might arise. However, soil types locally can vary

considerably. If the soil is layered, significant differences to the results in the table could occur. If there is any doubt, it is recommended that measurements should be carried out to verify the predictions. The maximum likely vibrations can be gauged by driving a heavy vehicle over a temporary profile. Any measurements should only be undertaken by persons skilled in the technique and in the interpretation of results.

Narrow cushions (1.5m - 1.6m wide) generally produce the least vibrations for a given crossing speed relative to other profiles. However, this may be counteracted by the fact that crossing speeds for narrow cushions are typically greater than crossing speeds for other road hump types.

Care should also be taken that cushions are placed so that they are likely to be straddled by the axles of heavy vehicles; when only one set of wheels encountered narrow cushions, the measured vibration levels were approximately double those when the vehicle straddled the cushion. This factor is not covered in Table 1.

The slope of the leading ramp of a road hump can also have an effect on ground vibrations. For this reason it is recommended that ramp gradients for speed cushions and flat top humps should not exceed those generally advised (see Traffic Advisory Leaflet 7/96 and Traffic Advisory Leaflet 2/96). For speed cushions this is 1:8, and for flat top road humps, 1:10. In certain cases, where for example commercial vehicles make up more than 8% of the total flow, it may be appropriate to adopt even shallower gradients. In these cases it may also be appropriate only to consider the use of the narrower cushions. Such cushions have been used on the A49 at Craven Arms in Shropshire (see TRL Report 212).

Those vehicles with the greatest GVWs tend to generate the higher levels of vibration. Therefore, if the circumstances are appropriate, consideration might be given to imposing an axle weight limit of 7.5t, in order to limit possible ground vibrations being generated.

Because of the very high level of vibrations generated by the 75mm high "thump" it is strongly recommended that if "thumps" are used for traffic calming purposes in proximity to buildings they should not be higher than 40mm. A maximum height of 50mm is already recommended for this feature in Traffic Advisory Leaflet 7/94.

TABLE 1 - PREDICTED MINIMUM DISTANCES BETWEEN ROAD HUMPS AND DWELLINGS TO AVOID VIBRATION EXPOSURE (Metres)

Hump Type	Level of Perception							Complaint							Superficial cracks from sustained exposure							Minor damage (BS7385)						
	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G
Alluvium	56	40	76	41	45	57	37	12	9	17	9	10	12	8	3	2	4	2	2	3	2	<1	<1	1	<1	<1	<1	<1
Peat	16	13	19	13	14	16	12	6	5	7	5	5	6	4	2	2	3	2	2	2	2	<1	<1	1	<1	<1	<1	<1
London clay	15	11	18	12	12	15	11	5	4	6	4	4	5	3	2	1	2	1	1	2	1	<1	<1	<1	<1	<1	<1	<1
Sand/gravel	4	3	6	3	3	4	3	1	1	1	1	1	1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Boulder clay	2	1	3	2	1	2	1	1	<1	1	<1	<1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Chalk rock	1	<1	1	<1	<1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1

A=Cushion; length 2m, width 1.9m, height 0.74m, side ramp 1:4, leading ramp 1:8

B=Cushion; length 3.5m, width 1.9m, height 0.71m, side ramp 1:4, leading ramp 1:8.5

C=Cushion; length 3.5m, width 1.9m, height 0.72m, side ramp 1:3, leading ramp 1:7.7

D=Cushion; length 3.5m, width 1.6m, height 0.64m, side ramp 1:3.8, leading ramp 1:7.5

E=Cushion; length 3.5m, width 1.5m, height 0.65m, side ramp 1:3.7, leading ramp 1:7.4

F=Flat top hump; length 7.8m, height 0.73m, leading ramp 1:12

G=Round top hump; length 3.7, height 0.64m

Enquiries

Traffic Management Division
 Department of Transport
 2/06 Great Minster House
 76 Marsham Street
 London SW1P 4DR
 Tel: 020 79442974

References

- TRL Report 235 - Traffic calming: Vehicle Generated Ground-borne Vibration alongside Speed Control Cushions and Road Humps
- British Standard 7385: part 2:1993. Evaluation and Measurement for Vibration in Buildings: Part 2 - Guide to Damage Levels from Ground-borne Vibration

- TRRL Research Report 246 - Traffic Induced Vibrations in Buildings
- Traffic Advisory Leaflet 7/96 - Highways (Road Humps) Regulations 1996
- Traffic Advisory Leaflet 4/94 - Speed Cushions
- Traffic Advisory Leaflet 2/96 - 75mm high road humps
- Traffic Advisory Leaflet 7/94 - "Thumps" Thermoplastic road humps
- Traffic Advisory Leaflet 3/91 - Speed Control Humps: Scotland, England & Wales
- TRL Report 180 - Traffic calming: vehicle noise emissions alongside speed control cushions and road humps
- TRL Report 212 - Traffic calming on major roads: the A49 trunk road at Craven Arms, Shropshire

Traffic Advisory Leaflets (TAL) are available to download free of charge on the Department for Transport website www.dft.gov.uk


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The Department for Transport sponsors a wide range of research into traffic management issues. The results published in TAL's are applicable to England, Wales and Scotland. Attention is drawn to variations in statutory provisions or administrative practices between the countries.

Within England, enquiries should be made to: Traffic Management Division, Department for Transport, 2/07 Great Minster House, 76 Marsham Street, London, SW1P 4DR. Telephone 020 7944 2478. E-mail: tal@dft.gsi.gov.uk

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 <p>Brent</p>	<p>Highway Committee 20 October 2014</p> <p>Report from the Head of Transportation</p>
<p>For Action Wards affected: BRONDESBURY PARK, WILLESDEN GREEN, DUDDEN HILL, MAPESBURY, DOLLIS HILL</p>	
<p>Quietway Pilot: Regents Park to Gladstone Park</p>	

1.0 Summary

- 1.1. The aim of this report is to introduce members to the proposed pilot Quietway cycle route in Brent from Regents Park to Gladstone Park.
- 1.2. Sustrans are working with Transport for London (TfL), the Cycling Commissioner and Boroughs to produce a Route Delivery Plan for each of the 8 selected pilot routes of the Quietway programme.
- 1.3. The current programme envisages that the route will be delivered by 2016.

2.0 Recommendations

- 2.1. That the Committee :
 - 2.1.1. Notes the contents of this report
 - 2.1.2. Agree the route of the proposed Quietway through Brent.
 - 2.1.3. Agree to continue the scheme to detailed design and consultation
 - 2.1.4. Authorise the Head of Transportation to undertake any necessary statutory and non-statutory consultation and consider any objections or representations regarding the proposed Quietway route and interventions. If there are no objections or representations, or the Head of Transportation considers the objections or representations are groundless or insignificant, the Head of Transportation is authorised to deliver the scheme. Otherwise, the Head of

Transportation is authorised to refer objections or representations to the Highways Committee for further consideration.

3.0 Background

3.1. Quietways are part of the Mayor of London's Cycling Vision to provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists. They will be routes where people will want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable.

3.2. Quietways are a £120m programme to be delivered over 10 years. Sustrans, a charity which designs, and lobbies for development of, improved sustainable transport infrastructure, have been appointed by TfL as the Design Agent to coordinate the pilot phase. Working with Boroughs and other Managing Authorities (such as the Canal and Rivers Trust or The Royal Parks), a long list of potential Quietway routes was identified in 2013. From this list 8 routes were selected by TfL and the Mayor of London's Cycling Commissioner, in January 2014 to have further feasibility work done to produce a Route Delivery Programme.

3.3. The Quietways qualifying criteria defined by TfL and the Cycling Commissioner include:

- Directness and cohesion
- Attractiveness to users
- Traffic composition and impact to other users
- Buildability
- Political support
- Network priority

3.4. The 8 Quietway pilot routes selected are:

- Bloomsbury to Walthamstow
- Aldgate to Hainault
- Waterloo to Greenwich
- Elephant & Castle to Crystal Palace
- Waterloo to Clapham Common
- Wandle Trail (from the Thames at Wandsworth to Croydon)
- Kew Bridge to Hangar Lane
- Regent's Park to Gladstone Park (at Neasden)

4.0 Quietway Route: Regents Park to Gladstone Park

4.1. The proposed pilot route through Brent, shown in Appendix A, starts at Regent's Park where it connects to a proposed network of cycling-friendly routes in Central London being developed as the 'Central London Grid'. From here it passes through the London Borough of Camden into Brent, finishing at Gladstone Park near to Neasden and Dollis Hill underground stations.

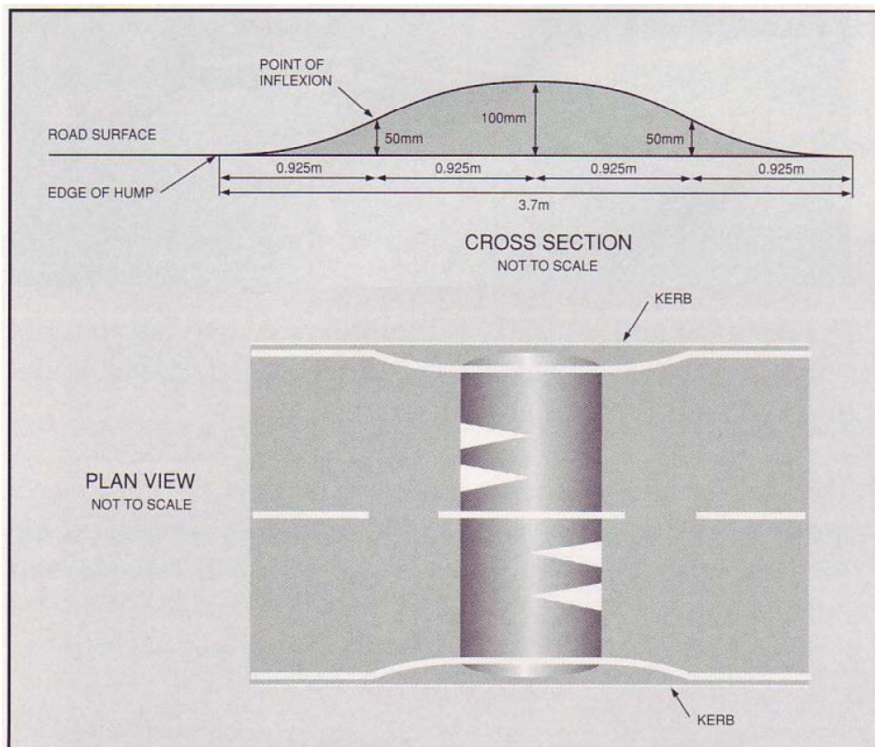
4.2. As part of the proposed scheme, interventions will be developed at the following junctions to improve safety for cyclists, subject to public consultation and final GLA and TfL approval:

- 1) Kilburn High Road (A5) and Christchurch Avenue, near Kilburn Underground Station
- 2) Chatsworth Road and Mapesbury Road
- 3) Chatsworth Road and Lydford Road
- 4) Chatsworth Road, Walm Lane and St. Pauls Avenue, near Willesden Green Underground Station
- 5) Park Avenue, Jeymer Avenue and Sherrick Green Road, including the removal of the existing double mini-roundabout
- 6) Park Avenue North, Anson Road, Kendal Road and Gladstone Park

For clarity, these interventions are also mapped in Appendix A.

4.3. Other proposed interventions include the replacement of existing speed humps with sinusoidal speed humps in Chatsworth Road and St. Pauls Avenue. Sinusoidal speed humps are similar to round-top humps but have a shallower initial rise. They are preferred by cyclists as they provide a more comfortable ride than other varieties of speed humps. Figure 1 provides some detail as to the profile of these humps.

Figure 1: Sinusoidal speed hump profiles (Department for Transport, 1998)



4.4. Signage will also be provided at key locations (such as intersections) and at regular intervals along the route to ensure legibility for riders. A signage standard for Quietways is currently being developed by TfL and will be in place prior to completion of the Quietway project.

5.0 Financial Implications

- 5.1. The capital funding mechanism for Quietways is similar to Local Implementation Plan (LIP) projects, where TfL provide funding to boroughs, as highways authorities, through their Quietways programme for project costs in arrears. There should be no additional cost to the Council in implementing these schemes.
- 5.2. Following completion, the route will become part of the Brent Highways network and Brent will be required to maintain these assets.
- 5.3. During the period between the completion of Sustrans' current preliminary design brief and TfL's appointment of a delivery agent to assist Brent in delivering its section of this Quietway, £50,000 has been made available by TfL which can be used by Brent to progress work on detailed design.

6.0 Legal Implications

- 6.1. The Greater London Authority Act 1999 (the Act) requires that the London Local Authorities must implement the Mayor's Transport Strategy (MTS). This Strategy sets out the transport policy framework for London. A central component of the MTS is to improve cycling infrastructure to encourage more trips to be taken by bicycle.
- 6.2. The requirements regarding to publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

7.0 Equality Implications

- 7.1. The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.
- 7.2. The Regent's Park to Gladstone Park Quietway has been assessed by way of an Equalities Impact Assessment (EIA). A copy of this EIA is attached in **Appendix B** of this report.
- 7.3. The EIA has found that the Regent's Park to Gladstone Park Quietway is lawful and potential sources of inequality have been, or will be, mitigated prior to implementation.
- 7.4. Consultation within Brent Council has resulted in an improved scheme which, by improving the accessibility and safety of cycling, will deliver a positive impact for the age, race and sex protected groups. While concerns have

been raised for potential adverse impacts on disabled people, Brent is satisfied that these will be resolved prior to implementation.

8.0 Staffing/Accommodation Implications (if appropriate)

8.1. None at this time.

Appendices

Appendix A – Proposed Quietway route through Brent

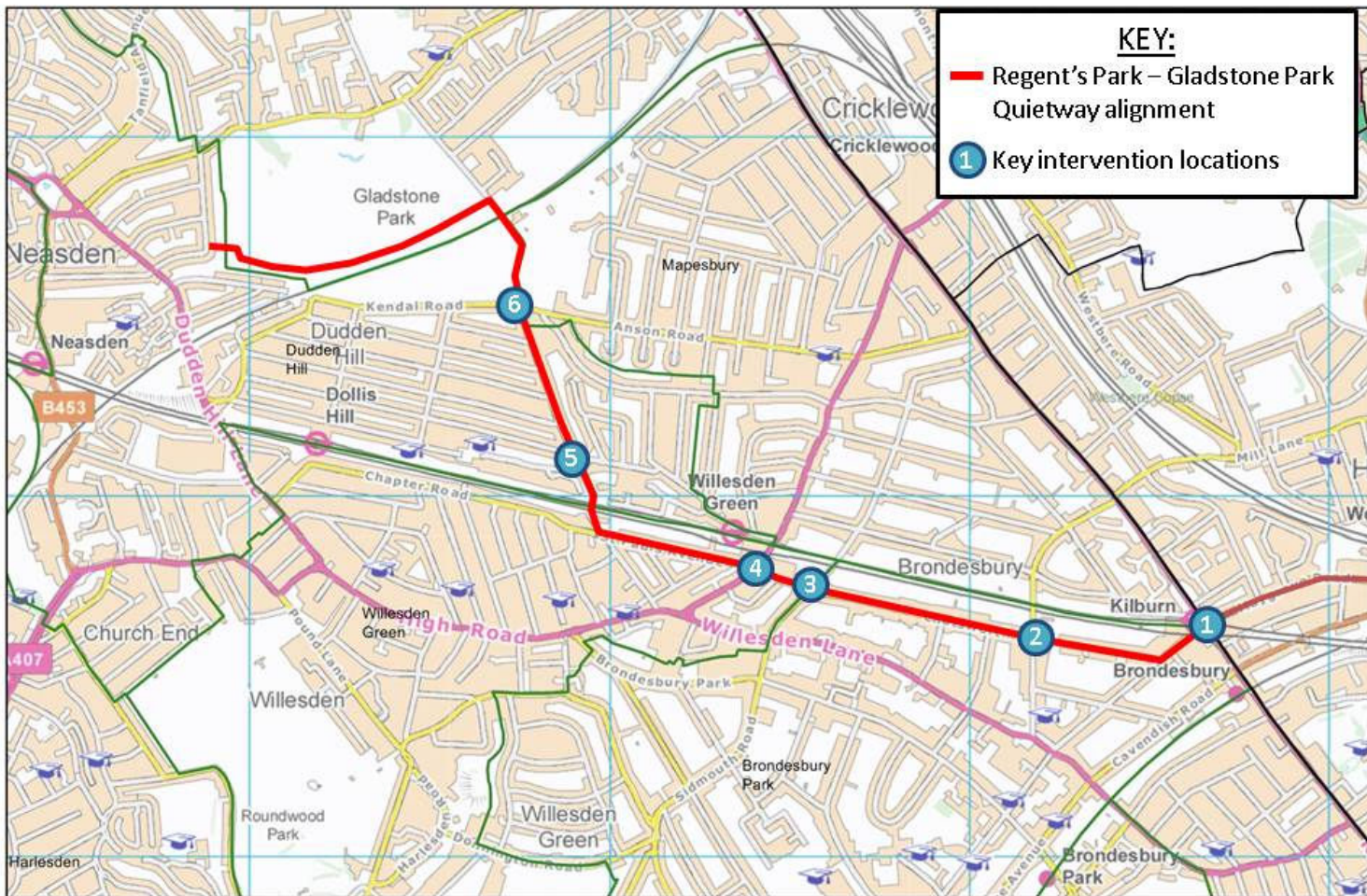
Appendix B – Regent's Park to Gladstone Park Equality Impact Assessment

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Regent's Park to Gladstone Park Quietway Route



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0 0.25 0.5 kilometres



1:15000

08
September
2014

Regent's Park to Gladstone Park Quietway

Equality Impact Assessment

Equality Analysis

anne.reid
BRENT COUNCIL

Brent Council Equality Analysis Form

Please contact the Corporate Diversity team before completing this form. The form is to be used for both predictive Equality Analysis and any reviews of existing policies and practices that may be carried out.

Once you have completed this form, please forward to the Corporate Diversity Team for auditing. Make sure you allow sufficient time for this.

1. Roles and Responsibilities: please refer to stage 1 of the guidance	
Directorate: Environment and Neighbourhood Services Service Area: Transportation	Person Responsible: Name: Rachel Best Title: Transportation Planning Manager Contact No: 020 8937 5289 Signed: R Best (17 September 2014)
Name of policy: Regent's Park to Gladstone Park Quietway	Date analysis started: 03/09/2014 Completion date: 17/09/2014 Review date:
Is the policy: New	Auditing Details: Name: Sarah Kaiser Title: Head of Equality Date: 17 September 2014 Contact No: x4521 Signed: S Kaiser (17 September 2014)
Signing Off Manager: responsible for review and monitoring Name: Tony Antoniou Title: Head of Transportation Date: 17 September 2014 Contact No: 020 8937 5151 Signed: T.Antoniou (17 September 2014)	Decision Maker: Name: Highways Committee Date: 20 October 2014

2. Brief description of the policy. Describe the aim and purpose of the policy, what needs or duties is it designed to meet? How does it differ from any existing policy or practice in this area?

Please refer to stage 2 of the guidance.

While cycling has seen significant increases in ridership in recent years across all of London, much of this growth has been from male riders, particularly those of white ethnic groups, while the proportion of cyclists who are women or of Black, Asian and Minority Ethnic (BAME) ethnicity has decreased. The purpose of the Quietways programme is to develop safe routes for cyclists who may be less confident, for reasons such as safety, which may be contributed to by age, gender, race, or cultural difference, and encourage greater take up of cycling by these groups.

Quietways are part of the Mayor of London's Cycling Vision to provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists. They will be routes where people will want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable.

The proposed pilot route through Brent starts at Regent's Park where it connects to a proposed network of cycling-friendly routes in Central London being developed as the 'Central London Grid'. From here it passes through the London Borough of Camden into Brent, finishing at Gladstone Park near to Neasden and Dollis Hill underground stations.

3. Describe how the policy will impact on all of the protected groups:

Brent, along with other local authorities, Transport for London (TfL) and the Greater London Authority (GLA), see increasing cycle use as a key measure in reducing congestion, improving lifestyles and reducing pollution. The London Travel Demand Survey, published annually by Transport for London, combined with anecdotal evidence from Brent and TfL transport planners demonstrate how cycling is a mode of transport which is dominated by white male residents of Brent, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. Quietway routes are aimed at redressing this disparity as well as a broadened appeal for women, older and younger people and BAME people to partake in cycling.

Please give details of the evidence you have used:

A mixture of qualitative and quantitative data has been used to form a judgement.

- London Travel Demand Survey (2013), Transport for London
- Brent 2011 Census Profile (2013), London Borough of Brent
- Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent

Qualitative data has been sourced from Brent, TfL, GLA and Sustrans officers.

4. Describe how the policy will impact on the Council's duty to have due regard to the need to:

- (a) Eliminate discrimination (including indirect discrimination), harassment and victimisation;**

The policy will not have any impact on the council's duty to eliminate discrimination.

(b) Advance equality of opportunity;

The Regent's Park to Gladstone Park Quietway supports Council's duty to advance equality of opportunity by providing additional cycling infrastructure to encourage more protected groups to take up cycling (including children, women and ethnic minorities). These groups have previously been under-represented amongst cyclists and providing more infrastructure to suit their needs will improve accessibility to work, education and services, and improve safety for these groups. By supporting a new alternative mode of transport, Brent is facilitating improved access to work, education, shopping and community services which are required by all protected groups. As women, children and ethnic minorities are particularly under-represented amongst cyclists, encouraging these protected groups to cycle will particularly advance equality of opportunity for them.

(c) Foster good relations

Cycling can be a social activity and by providing safer infrastructure, the Regent's Park to Gladstone Park Quietway will encourage more people of a wide variety of backgrounds to cycle. This will not implicitly foster good relations, however it may facilitate informal improvements between groups through increased interaction.

5. What engagement activity did you carry out as part of your assessment?

Please refer to stage 3 of the guidance.

i. Who did you engage with?

Engagement for this report was internal only within the Council, within the Sports and Parks, and Transportation services. Public consultation will be carried out by Brent once detailed designs have been completed prior to implementation in 2015/16.

ii. What methods did you use?

Personal meetings, digital communications and submission of the report to Highways Committee.

iii. What did you find out?

The Sports and Parks Service raised several valid concerns regarding potential conflicts between multiple parks users, particularly where the proposed route runs along the major walking path in Gladstone Park. These include:

- Conflicts between children around the playgrounds and passing cyclists
- Concerns regarding the detailed design (particularly in relation to signage and segregation between users) and how this may impact on disabled people or parents pushing prams

All colleagues supported the project as making an overall positive contribution to several protected groups, while acknowledging that potential adverse impacts would need to be mitigated as part of the detailed design process.

iv. How have you used the information gathered?

The information gathered has been used to further develop the scheme, including a small route diversion and have provided Sustrans (Design agents on behalf of TfL) with information regarding the detailed design of the project which can be used for this Quietway, and potentially for others across London.

In order to minimise the conflict between children, pedestrians and cyclists in Gladstone Park, particularly near the childrens playground, a new alignment was planned running generally alongside the Dudding Hill Rail Line.

v. How has it affected your policy?

The new route which was decided following consultation with the Brent Sports and Parks Service is actually shorter, more direct and flatter, which is an improved result for cyclists and removes or minimises conflict between parks users in several locations. This is a positive result for both cyclists and all other park users.

6. Have you identified a negative impact on any protected group, or identified any unmet needs/requirements that affect specific protected groups? If so, explain what actions you have undertaken, including consideration of any alternative proposals, to lessen or mitigate against this impact.

Please refer to stage 2, 3 & 4 of the guidance.

Brent Sports and Parks service identified a number of concerns regarding equal use of shared pathways in Gladstone Park between cyclists, pedestrians, disabled people and parents with prams. These concerns were focused on ensuring the final route would not include interventions which have been seen elsewhere which have caused disadvantage for other groups. This includes segregation between users, which narrows the pathway, which is a particular concern for disabled people and parents with prams as there is less room to pass. It's also a concern for visually impaired people as the segregation measures (such as a dividing kerb) can be a trip hazard.

As the detailed designs for the interventions to be implemented have not been finalised, we are unable to provide final detailed designs for the route, however we have passed these concerns along to Sustrans (as the Design Agents) who have agreed they want to avoid these impacts and that these concerns can be taken into account as part of the detailed design. Brent Council will be coordinating public consultation for the project, which will include discussions with disability groups to ensure the final design does not disadvantage them.

Please give details of the evidence you have used:

A mixture of qualitative and quantitative data has been used to form a judgement.

- London Travel Demand Survey (2013), Transport for London
- Brent 2011 Census Profile (2013), London Borough of Brent
- Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent

Qualitative data has been sourced from Brent Council, TfL, GLA and Sustrans officers

7. Analysis summary

Please tick boxes to summarise the findings of your analysis.

Protected Group	Positive impact	Adverse impact	Neutral
Age	✓		
Disability		✓	
Gender re-assignment			✓
Marriage and civil partnership	N/A		
Pregnancy and maternity		✓	
Race	✓		
Religion or belief			✓
Sex	✓		
Sexual orientation			✓

8. The Findings of your Analysis

Please complete whichever of the following sections is appropriate (one only).
Please refer to stage 4 of the guidance.

No major change

Your analysis demonstrates that:

- *The policy is lawful*
- *The evidence shows no potential for direct or indirect discrimination*
- *You have taken all appropriate opportunities to advance equality and foster good relations between groups.*

Please document below the reasons for your conclusion and the information that you used to make this decision.

The equality analysis shows that the Regent's Park to Gladstone Park Quietway is lawful and will advance equality of opportunity in relation to race and sex. All potential negative impacts on equality (in relation to disability and pregnancy or maternity) have been, or will be, mitigated prior to implementation.

Consultation within Brent Council has resulted in an improved scheme which, by improving the accessibility and safety of cycling, will deliver a positive impact in relation to age, race and sex. While concerns have been raised for potential adverse impacts on disabled people and people with young children, Brent is satisfied that these will be resolved prior to implementation.

9. Monitoring and review

Please provide details of how you intend to monitor the policy in the future.


Please refer to stage 7 of the guidance.

Public consultation on the project will be undertaken by Brent Council once detailed designs have been completed and prior to implementation in 2015/16. Brent will develop these detailed designs to ensure officers' existing concerns are addressed. Equality issues raised during this consultation will be resolved prior to implementation.

Post-implementation, it's possible that the existing pattern of cycling being dominated by men of white ethnicity may continue, or even become more pronounced as more men start cycling, however by implementing the proposal, Brent is ensuring that the barriers to accessibility for women, children, older persons and BAME people have been reduced. Furthermore, an increase in cycling, regardless of the user, may result in reduced demand on the road network for other road users, including buses, which have a greater proportion of women and BAME ridership.

The impacts of the project will be monitored by Brent and TfL through their London Travel Demand Surveys and reporting requirements on implemented projects.

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 Brent	<p>Highway Committee 20 October 2014</p> <p>Report from the Head of Transportation</p>
<p>For Action Wards affected: NORTHWICK PARK, SUDBURY, WEMBLEY CENTRAL, ALPERTON</p>	
<p>Stanmore to Thames Cycle Route</p>	

1.0 Summary

- 1.1. The aim of this report is to introduce members to the proposed cycle route in Brent developed by WestTrans from Stanmore to Thames (Kew Bridge).
- 1.2. WestTrans is coordinating planning for this route as it stretches across four boroughs (Harrow, Brent, Ealing and Hounslow). Stanmore to Thames Cycle Route is being developed using the Mayor of London's Quietway principals.
- 1.3. Following approval of this report, Transport for London (TfL) will commence detailed design work and apply for funding under the Quietways programme.
- 1.4. Funding has not yet been secured from TfL for implementation.

2.0 Recommendations

- 2.1. That the Committee:
 - 2.1.1. Notes the contents of this report
 - 2.1.2. Approve in principal the proposed route through Brent subject to consultation by Transport for London with assistance from Brent.
 - 2.1.3. Delegates authority to the Head of Transportation to implement the scheme through Brent subject to the outcomes of the consultation and funding being secured.

3.0 Background

- 3.1. Quietways are part of the Mayor of London's Cycling Vision to provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists. They will be routes where people will want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable.
- 3.2. Brent has been working with the London Boroughs of Harrow, Ealing and Hounslow (through the WestTrans partnership of West London boroughs) to develop a sub-regional cycling route from Stanmore to the River Thames since 2010. The four boroughs have now agreed a route in principle to be submitted to TfL for detailed design, followed by applications to the GLA for funding in the next tranche of the Quietways programme.
- 3.3. The Quietways qualifying criteria defined by TfL and the Mayor of London's Cycling Commissioner include:
- Directness and cohesion
 - Attractiveness to users
 - Traffic composition and impact to other users
 - Buildability
 - Political support
 - Network priority
- 3.4. Officers believe that the proposed route meets all of the above criteria and provides a critical network function in the context of providing a high quality network of cycle routes across the borough linking growth areas, public transport and activity centres, including key growth areas at Wembley Central and Alperton.
- 3.5. WestTrans will submit the plan to TfL for detailed design and apply for funding under the Quietway programme.

4.0 Stanmore to Thames Cycle Route

- 4.1. The proposed cycle route through Brent, shown in **Appendix A**, starts at Stanmore in Harrow, proceeding generally south to enter Brent at Kenton (crossing the A4006 from Elmwood Avenue to Churchill Avenue). The route continues through Northwick Park, North Wembley, Sudbury, Wembley and Alperton, before leaving the borough at Perivale.
- 4.2. As part of the detailed design of the scheme, interventions will be developed at a number of junctions and conflict points along the route, subject to public consultation, which Brent will be a key consultee, and final GLA and TfL approval. These may include, but are not limited to:
- Junction remodelling and reconstruction

- Changes to junction operation including addition, modification or removal of signals
- Vertical or horizontal deflection (including raised tables or chicanes)
- Changes to speed limits
- Modal filters (e.g. Closure of road to vehicular traffic)
- Changes to width of carriageway or pathways (including widening or narrowing)
- Segregation between road users

4.3. Signage will also be provided at key locations (such as intersections) and at regular intervals along the route to ensure legibility for riders. A signage standard for all Quietways is currently being developed by TfL which will be adopted for this cycle route.

5.0 Financial Implications

5.1. There are no direct financial implications as a result of this report.

5.2. This report will allow WestTrans to submit plans to TfL for detailed design and apply for funding to progress the Stanmore-Thames cycle route under TfL's Quietways programme.

5.3. Following completion, the route will become part of the Brent Highways network and Brent will be required to maintain these assets.

5.4. TfL have a fully funded programme for the delivery of a London-wide network of Quietway routes, including the eight priority routes (which includes the Regent's Park to Gladstone Park Quietway within Brent) and a series of future tranches, with a total budget of £120 million planned for Quietways across London to 2023. WestTrans have engaged TfL to complete the detailed design and consultation; and are funding this stage of work.

6.0 Legal Implications

6.1. The GLA Act 1999 (the Act) requires London Local Authorities to implement the Mayors Transport Strategy (MTS). The MTS sets out the transport policy framework for London. A central component of the MTS is to improve cycling infrastructure to encourage more trips to be taken by bicycle.

6.2. The requirements regarding to publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

7.0 Equality Implications

7.1. The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to

eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

7.2. The Stanmore to Thames cycle route has been assessed by way of an Equalities Impact Assessment (EIA). A copy of this EIA is attached in **Appendix B** of this report.

7.3. The EIA has found that the Stanmore to Thames cycle route is lawful and potential sources of inequality have been, or will be, mitigated prior to implementation.

8.0 Staffing/Accommodation Implications (if appropriate)

8.1. None at this time.

Appendices

Appendix A – Proposed cycle route through Brent

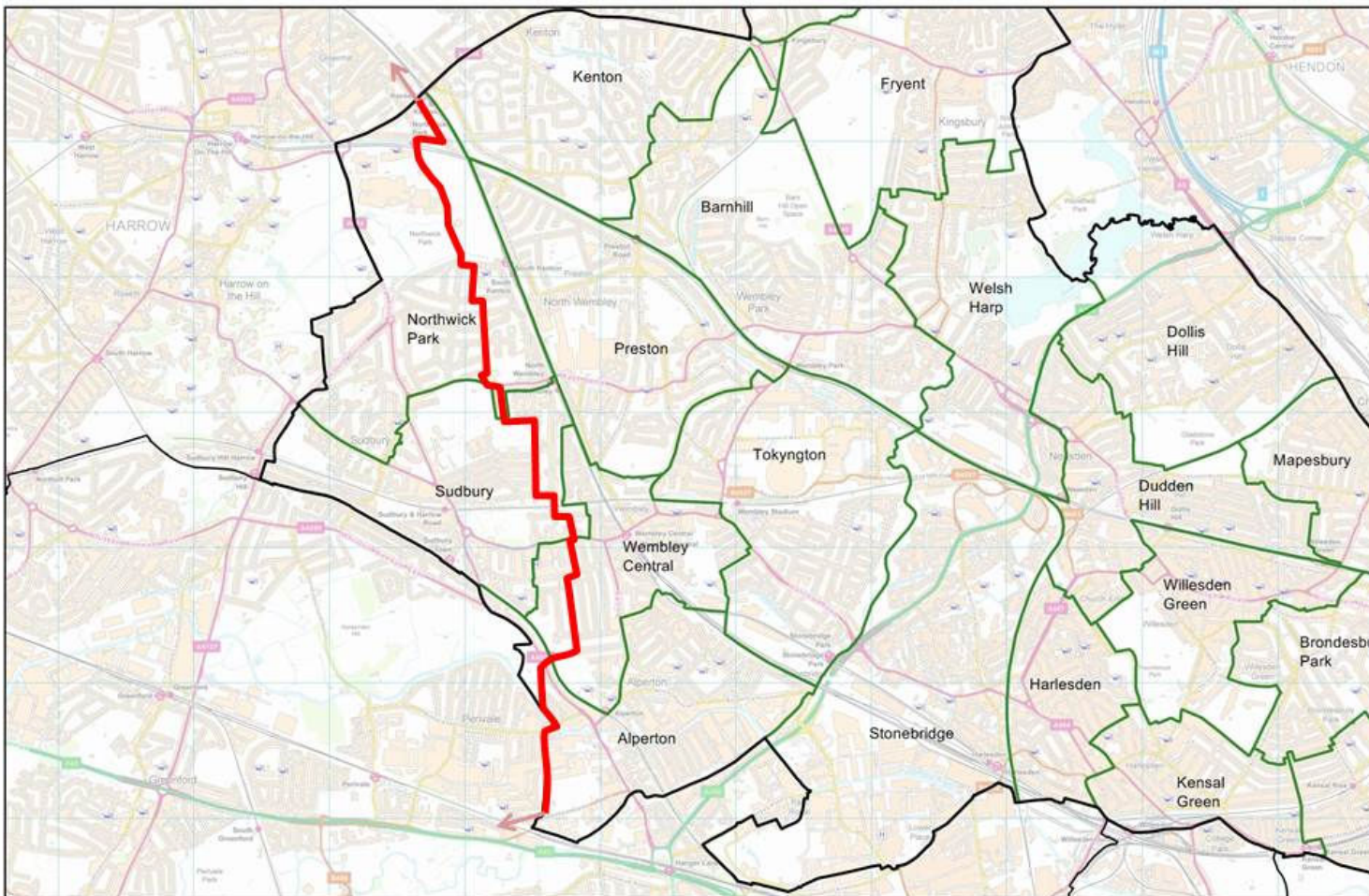
Appendix B – Stanmore to Thames Cycle Route Equality Impact Assessment

Contact Officers

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Tony Antoniou
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Stanmore to Thames Cycle Route
Brent section (Kenton-Perivale)



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September
2014



Stanmore to Thames Cycle Route

Equality Impact Assessment

Equality Analysis

anne.reid
BRENT COUNCIL

Brent Council Equality Analysis Form

Please contact the Corporate Diversity team before completing this form. The form is to be used for both predictive Equality Analysis and any reviews of existing policies and practices that may be carried out.

Once you have completed this form, please forward to the Corporate Diversity Team for auditing. Make sure you allow sufficient time for this.

1. Roles and Responsibilities: please refer to stage 1 of the guidance	
Directorate: Environment and Neighbourhood Services Service Area: Transportation	Person Responsible: Name: Rachel Best Title: Transportation Planning Manager Contact No: 020 8937 5289 Signed: R Best (17 September 2014)
Name of policy: Stanmore to Thames Cycle Route	Date analysis started: 03/09/2014 Completion date: 17/09/2014 Review date:
Is the policy: New	Auditing Details: Name: Sarah Kaiser Title: Head of Equality Date: 17 September 2014 Contact No: x4521 Signed: S Kaiser (17 September 2014)
Signing Off Manager: responsible for review and monitoring Name: Tony Antoniou Title: Head of Transportation Date: 17 September 2014 Contact No: 020 8937 5151 Signed: T.Antoniou (17 September 2014)	Decision Maker: Name: Highways Committee Date: 20 October 2014

2. Brief description of the policy. Describe the aim and purpose of the policy, what needs or duties is it designed to meet? How does it differ from any existing policy or practice in this area?
 Please refer to stage 2 of the guidance.

While cycling has seen significant increases in ridership in recent years across all of London, much of this growth has been from male riders, particularly those of white ethnic groups, while the proportion of cyclists who are women or of Black, Asian and Minority Ethnic (BAME) ethnicity has decreased. The purpose of the Quietways programme is to develop safe routes for cyclists who may be less confident, for reasons such as safety, which may be contributed to by age, gender, race, or cultural difference, and encourage greater take up of cycling by these groups.

Brent has been working with the London Boroughs of Harrow, Ealing and Hounslow (through the WestTrans partnership of West London boroughs) to develop a sub-regional cycling route from Stanmore to the River Thames since 2010. The four boroughs have now agreed on a route in principle to be submitted to TfL for detailed design, followed by applications to the Greater London Authority (GLA) for funding in the next tranche of the Quietways programme.

The proposed cycle route through Brent, starts at Stanmore in Harrow, proceeding generally south to enter Brent at Kenton (crossing the A4006 from Elmwood Avenue to Churchill Avenue). The route continues through Northwick Park, North Wembley, Sudbury, Wembley and Alperton, before leaving the borough at Perivale and continuing south through Ealing Broadway to the Thames Path at Brentford

3. Describe how the policy will impact on all of the protected groups:

Brent, along with other local authorities, WestTrans, Transport for London (TfL) and the Greater London Authority (GLA), see increasing cycle use as a key measure in reducing congestion, improving lifestyles and reducing pollution. The London Travel Demand Survey, published annually by Transport for London, combined with anecdotal evidence from Brent and TfL transport planners demonstrate how cycling is a mode of transport which is dominated by white male residents of Brent, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. Quietway routes are aimed at redressing this disparity as well as a broadened appeal for women, older and younger people and BAME people to partake in cycling.

Please give details of the evidence you have used:

A mixture of qualitative and quantitative data has been used to form a judgement.

- London Travel Demand Survey (2013), Transport for London
- Brent 2011 Census Profile (2013), London Borough of Brent
- Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent

Qualitative data has been sourced from Brent, TfL, GLA and Sustrans officers.

4. Describe how the policy will impact on the Council's duty to have due regard to the need to:

(a) Eliminate discrimination (including indirect discrimination), harassment and victimisation;

The policy will not have any impact on the council's duty to eliminate discrimination.

(b) Advance equality of opportunity;

The Stanmore to Thames Cycle Path supports Council's duty to advance equality of opportunity by providing additional cycling infrastructure to encourage more protected groups to take up cycling (including children, women and ethnic minorities). These groups have previously been under-represented amongst cyclists and providing more infrastructure to suit their needs will improve accessibility to work, education and services, and improve safety for these groups.

By supporting a new alternative mode of transport, Brent is facilitating improved access to work, education, shopping and community services which are required by all protected groups. As women, children and ethnic minorities are particularly under-represented amongst cyclists, encouraging these protected groups to cycle will particularly advance equality of opportunity for them.

(c) Foster good relations

Cycling can be a social activity and by providing safer infrastructure, the Stanmore to Thames Cycle Path will encourage more people of a wide variety of backgrounds to cycle. This will not implicitly foster good relations, however it may facilitate informal improvements between groups through increased interaction.

5. What engagement activity did you carry out as part of your assessment?

Please refer to stage 3 of the guidance.

i. Who did you engage with?

Engagement for this report was internal only within the Council, within the Sports and Parks, and Transportation services. Public consultation will be carried out by Brent once detailed designs have been completed prior to implementation in 2015/16.

ii. What methods did you use?

Personal meetings, digital communications and submission of the report to Highways Committee.

iii. What did you find out?

The Sports and Parks Service raised several valid concerns regarding potential conflicts between multiple parks users, particularly where the proposed route runs along the major walking path in Northwick. These include:

- Conflicts between children around the playgrounds and passing cyclists or between pedestrians accessing Northwick Park underground station, Northwick Park Hospital or the University of Westminster campus, including

some who may have limited mobility.

- Concerns regarding the detailed design (particularly in relation to signage and segregation between users) and how this may impact on disabled people or parents pushing prams.

All colleagues supported the project as making an overall positive contribution to several protected groups, while acknowledging that potential adverse impacts would need to be mitigated as part of the detailed design process.

iv. How have you used the information gathered?

The information gathered was helpful in examining the existing proposal critically. In doing so, it was determined that the concerns about potential adverse impacts were able to be mitigated as part of the detailed design process.

v. How has it affected your policy?

The information gathered has not had a bearing on the proposed cycling route, rather all consultees believed that these issues were ones related to detailed design which will be resolved in the next stage of the scheme.

6. Have you identified a negative impact on any protected group, or identified any unmet needs/requirements that affect specific protected groups? If so, explain what actions you have undertaken, including consideration of any alternative proposals, to lessen or mitigate against this impact.

Please refer to stage 2, 3 & 4 of the guidance.

Brent Sports and Parks service identified a number of concerns regarding equal use of shared pathways in parks between cyclists, pedestrians, disabled people and parents with prams and proximity to sports pitches. These concerns were focused on ensuring the final route would not include interventions which have been seen elsewhere to have caused disadvantage for other groups. This includes segregation between users, which narrows the pathway, which is a particular concern for disabled people and parents with prams as there is less room to pass. It's also a concern for visually impaired people as the segregation measures (such as a dividing kerb) can be a trip hazard.

As the detailed designs for the interventions to be implemented have not been finalised, we are unable to provide final detailed designs for the route, however these concerns will be taken into account as part of the detailed design process and further reviewed as part of public consultation. TfL will be coordinating public consultation for this project, in collaboration with Brent Council, which will include discussions with disability groups to ensure the final design does not disadvantage them.

Please give details of the evidence you have used:

A mixture of qualitative and quantitative data has been used to form a judgement.

- London Travel Demand Survey (2013), Transport for London
- Brent 2011 Census Profile (2013), London Borough of Brent
- Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent

Qualitative data has been sourced from Brent Council, TfL, GLA and Sustrans officers

7. Analysis summary

Please tick boxes to summarise the findings of your analysis.

Protected Group	Positive impact	Adverse impact	Neutral
Age	✓		
Disability		✓	
Gender re-assignment			✓
Marriage and civil partnership	N/A		
Pregnancy and maternity		✓	
Race	✓		
Religion or belief			✓
Sex	✓		
Sexual orientation			✓

8. The Findings of your Analysis

Please complete whichever of the following sections is appropriate (one only).

Please refer to stage 4 of the guidance.

No major change

Your analysis demonstrates that:

- *The policy is lawful*
- *The evidence shows no potential for direct or indirect discrimination*
- *You have taken all appropriate opportunities to advance equality and foster good relations between groups.*

Please document below the reasons for your conclusion and the information that you used to make this decision.

The equality analysis shows that the Stanmore to Thames Cycle Route is lawful and will advance equality of opportunity in relation to race and sex. All potential negative impacts on equality (in relation to disability and pregnancy or maternity) have been, or will be, mitigated prior to implementation.

Consultation within Brent Council has resulted in an improved scheme which, by improving the accessibility and safety of cycling, will deliver a positive impact in relation to age, race and sex. While concerns have been raised for potential adverse impacts on disabled people and people with young children, Brent is satisfied that these will be resolved prior to implementation.

9. Monitoring and review

Please provide details of how you intend to monitor the policy in the future.

Please refer to stage 7 of the guidance.

Public consultation on the project will be undertaken by Brent Council once detailed designs have been completed and prior to implementation in 2015/16. Brent will develop the detailed designs to ensure officers' existing concerns are addressed. Equality issues raised during this consultation will be resolved prior to implementation.

Post-implementation, it's possible that the existing pattern of cycling being dominated by men of white ethnicity may continue, or even become more pronounced as more men start cycling, however by implementing the proposal, Brent is ensuring that the barriers to accessibility for women, children, older persons and BAME people have been reduced. Furthermore, an increase in cycling, regardless of the user, may result in reduced demand on the road network for other road users, including buses, which have a greater proportion of women and BAME ridership.

The impacts of the project will be monitored by Brent and TfL through their London Travel Demand Surveys and reporting requirements on implemented projects.