



Highways Committee

Thursday 22 January 2015 at 7.00 pm

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

Membership:

Members

Councillors:

Crane (Chair)

Mashari (Vice-Chair)

Denselow

McLennan

Moher

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

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

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 - 8

3 Matters arising (if any)

4 Deputations (if any)

5 Petitions

6 Petition requesting the introduction of parking restrictions and safety measures in Chantry Crescent and Chapel Close 9 - 14

This report informs the Committee of a petition received from residents of Chantry Crescent and Chapel Close requesting the introduction of parking restrictions and other traffic related safety measures in their streets.

Ward Affected: Dudden Hill **Contact Officer:** Tony Kennedy, Head of Transportation
Tel: 020 8937 5151
tony.kennedy@brent.gov.uk

7 Petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton 15 - 22

This report informs the Committee of a petition received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton.

Ward Affected: Alperton **Contact Officer:** Tony Kennedy, Head of Transportation
Tel: 020 8937 5151
tony.kennedy@brent.gov.uk

8 Proposed review of the SH Controlled Parking Zone (CPZ). 23 - 38

This report informs the Committee of the results of a consultation on the review and proposed changes to Controlled Parking Zone SH, which includes Fernbank, Maybank and Rosebank Avenues, Sudbury.

Ward Affected: Sudbury **Contact Officer:** Tony Kennedy, Head of Transportation
Tel: 020 8937 5151
tony.kennedy@brent.gov.uk

9 Petition requesting various traffic engineering measures on Brentfield, Stonebridge NW10 39 - 48

This report informs the committee of a petition requesting various traffic engineering measures on Brentfield / Hillside NW10 and details works associated with an existing development being implemented in the area.

Ward Affected: Stonebridge **Contact Officer:** Tony Kennedy, Head of Transportation
Tel: 020 8937 5151
tony.kennedy@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 12 March 2015 at 7.00pm.



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.

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LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Monday 20 October 2014 at 7.00 pm

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

Also present: Councillors S Choudhary, A Choudry, Filson, Hirani, Jones, Long, Mahmood, Miller, Perrin and Krupa Sheth

Apologies for absence were received from: Councillors

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

None.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 17 July 2014 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

None.

5. **Petition objecting to the proposed parking restriction changes in zone MA**

Members considered a report that informed of a petition received from the Shree Swaminarayan Temple objecting to the proposed amendments to parking restrictions in zone MA controlled parking zone (CPZ). Tony Antoniou (Head of Transportation) set out the background that led to the proposals as outlined in paragraph 4.8 of the report and following which the Temple representatives submitted the petitions. He explained the measures officers had taken to resolve the situation including reassuring representatives that the proposals would not be progressed without further consultation, and that further meetings would be arranged to discuss parking issues. Additionally proposals would be developed for changes to parking restrictions that would be acceptable to the Temple and residents association.

Members noted and endorsed the successful partnership working arrangement between officers and the Temple representatives which would ensure that the interests of both the Temple and the local residents were not compromised.

RESOLVED:-

- (i) that the contents of the petition and the results of officers investigations into parking issues in the area be noted;
- (ii) that officers be instructed 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 Deerpark Road to the northwest side of the Willesden Lane, and on Lydford Road between Chatsworth Road and Dartford Road;
- (iii) that officers be instructed 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.
- (iv) that subject to the outcome of further informal and statutory consultation and consideration of objections and representations, the Head of Transportation be instructed 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;
- (v) 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;
- (vi) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

6. Petition - CCTV parking and traffic enforcement at Willesden Green

Mr Tony Antonio MBE, Chair of Willesden Green Traders Association (the Association) addressed the Committee. On behalf of the Association, he alleged that CCTV cameras based by Scout House on the High Road Willesden and at the junction of High Road Dudden Hill Lane were being misused. He continued that the traders believed that the cameras were installed for crime prevention purposes but were now being used for parking offences. Mr Antoniou MBE added that their suppliers and customers were receiving an increased volume of penalty charge notices (PCN) when parking, resulting in loss of shoppers and increasingly damaging businesses on the Willesden High Road which were already badly suffering due to recession. He therefore requested that the CCTV cameras be used for crime prevention purposes only and not for parking.

Mr Kalyan Patel (local resident) also addressed the Committee. He echoed the views expressed on behalf of the traders association adding that all PCNs issued to shoppers to the High Road be withdrawn. Mr Patel also requested a 15 to 20

minute free parking for shoppers except during the busy hours of 08.30 – 09.30pm and 4.30 – 7.00pm after which times traffic enforcement could take place.

Both Mr Antoniou MBE and Mr Kalyan Patel were thanked for their addresses.

Michael Read (Operational Director, Environment and Neighbourhood) introduced the report. He stated the Council used 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). Whilst consultation was undertaken prior to the introduction of the CPZ, there was no statutory requirement for the Council to consult on the use of CCTV or signage at any specific location. He emphasised that the principal use of the cameras was for prevention of crime and public safety and that the process of parking and traffic enforcement was secondary.

The Operational Director continued that parking restrictions in the High Road were designed to keep the traffic, including buses, flowing on a busy main road and to protect vulnerable pedestrians from being forced into the road by parking on the footway. 62% of the offences detected by these two cameras were for parking on yellow lines and 36% were for parking on the footway. He added that the intention was to get motorists to behave responsibly, not to raise cash. He then outlined some of the measures put in place to assist shoppers and local trade which included visitor parking bays and since last year, a low cost short stay tariff (20p for 15 minutes) to help people who wanted to stop for a "drop-in" transaction.

Councillor Tom Miller (ward member) stated that it was good practice to consult with the traders and raise awareness by considering additional signage in the High Road. Councillor Miller also requested a period of grace to allow motorists to park.

Councillor Hirani (ward member) echoed the views expressed by Councillor Miller adding that the grace period could be introduced except for rush hour traffic hours.

During the ensuing discussion, members welcomed the fact that the primary and principal purpose of the CCTV camera was for crime prevention and that traffic enforcement was of a secondary significance. Although they accepted that the threat of a CCTV camera was more effective as an enforcement tool to maintain the free flow of vehicles and counter the growing problem of fly tipping, they enquired as to whether officers could explore the possibility of additional signage.

In response, officers stated that whilst they could consider measures for additional signage, they felt that the introduction of parking grace period for specific locations could result in ambiguity for both parking enforcement officers and the general public and possibly parking displacement. Members heard that as Transport for London (TfL) would be keen to ensure that the free flow of buses on the High Road was not impeded, they would resist any attempts which would result in obstructive parking to the detriment of their services.

In bringing the discussion to an end, the Chair reiterated that the CCTV cameras were being used for legitimate purposes and that the principal aim was for community safety with traffic enforcement being of a secondary significance.

Members also heard that Councillor Mashari (lead member for Employment and Skills) would be meeting with the business community to discuss support for them.

RESOLVED:-

- (i) that the content of the petitions, set out in paragraphs 3.2 and 3.4, and the issues raised within it be noted;
- (ii) that it be noted that the use of CCTV for the purpose of enforcing parking contraventions in High Road, Willesden Green is appropriate, and that cameras were not being misused, as established through the investigations within the report;
- (iii) that the main petitioner be informed of the outcome of the Highways Committee report in respect of this matter;
- (iv) that officers review existing restrictions in the locality and opportunities for additional parking and loading facilities, with due consideration for road safety and traffic congestion;
- (v) that officers check existing signage and road markings, and consider whether any additional signage is necessary.

7. Petition for Road Improvements in Tanfield Avenue

Members considered a report that informed of a petition received in July 2014 from Residents in Tanfield Avenue requesting improvements to the road.

Mr Nadeem Khan speaking on behalf of Tanfield Avenue Residents' Association (TARA) stated that due to the volume, frequency and the weight of vehicles and buses using Tanfield Avenue, properties were suffering from vibrations resulting in damage to the structure of those properties and considerable distress to residents. He requested that the road be upgraded appropriately to the necessary depth to be able to cope with the current load and in order to prevent a recurrence, to introduce a 20mph speed limit with immediate effect. Mr Khan also requested financial recompense for all residents of Tanfield Avenue where damages to their properties were not covered by their household insurance policies. He undertook to provide photographic evidence in support of his request.

Mrs Harbuz also from TARA echoed the views expressed by Mr Khan adding that the speed humps in Tanfield Avenue were adding to the noise caused to residents and requested their removal.

Tony Antoniou (Head of Transportation) submitted that it was unlikely that structural damage could have been caused to properties in the way described by the representative of TARA. He referred to a report by the Department of Transport (DoT) which identified that properties within 5 metres may notice vibrations but there were no other risks posed to those properties. He continued that most of the properties in Tanfield Avenue were about 8 metres away from the road. The Head of Transportation informed members that the road was inspected for potholes which had all been repaired and that a section of Tanfield Avenue had been prioritised in a programme of works for resurfacing from the results of a condition survey. He

added that the issue of road humps would form part of the consultation on introducing a 20mph speed limit and road safety measures in the area in 2014/15 and 2015/16.

Members were advised that speed restrictions and maximum weight limit of 7.5 tonnes already applied, however there was a need to engage with TfL to ensure that their drivers exercised care when using the road not to exceed the speed limit. In responding to claims that buses exceeded the 7.5 tonne weight limit, the Head of Transportation clarified that the weight limit applied where the vehicle had no legitimate business in the area. Bus drivers however were within the category of carrying out legitimate business in the area.

Councillor Hirani (ward member) welcomed the pothole repairs but added that there was a need for the weight restriction and the new 20mph speed limit to be vigorously enforced. He urged a separate line of communication with TfL about their buses and the behaviour of their drivers.

Members welcomed officers' initiatives including the 7.5tonne weight and 20mph restrictions and the scheme for programmed repairs and urged officers to prioritise it. The Chair added that the issues raised including bus drivers' behaviour could be taken to the next meeting of Public Transport Liaison Committee and that on-site meetings would be organised.

RESOLVED:-

- (i) that vibrations arising from the general construction and condition of the highway were considered unlikely to be the cause of structural damage and problems to adjacent properties and rejected the petition;
- (ii) that the combined actions and planned measures described in the report to mitigate the issues of noise and vibration from the typical traffic levels and road condition that are evident in Tanfield Avenue be noted;
- (iii) that it be noted 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 and that resurfacing of this section was programmed for completion in autumn 2014.
- (iv) that it be noted that Tanfield Avenue was in a 7.5 tonnes weight restricted area, which had been identified for periodic traffic enforcement involving CCTV camera equipped vehicles and thus there was no requirement to install CCTV.
- (v) that it be noted that Transport for London (TfL) were 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 was agreed that cameras were no longer required.
- (vi) that it be noted that TFL applied stringent prioritisation criteria to determine which sites would 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.

- (vii) that a letter would be sent to TfL highlighting the need for bus drivers to be mindful of noise and appropriate speeds when travelling along Tanfield Avenue.
- (viii) that officers should arrange on site meeting with TfL, bus operators and residents to reinforce need for bus driver speed to be moderated;
- (ix) that officers develop a plan for the enforcement of the 7.5 tonne weight restriction in the area.

8. **Quietway Pilot: Regents Park to Gladstone Park**

Members received a report that introduced the proposed pilot Quietway cycle route in Brent from Regents Park to Gladstone Park which was being undertaken by Sustrans 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. The current programme envisaged delivery by 2016.

Tony Antoniou (Head of Transportation) informed members that Quietways were 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 would be routes where people would want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable. Members attention were drawn to the proposed pilot route through Brent, shown in Appendix A. It would start at Regent's Park and connect to a proposed network of cycling-friendly routes in Central London being developed as the 'Central London Grid'. It would then pass through the London Borough of Camden into Brent, finishing at Gladstone Park near to Neasden and Dollis Hill underground stations. As part of the proposed scheme, interventions would be developed at various junctions (as set out in the report) to improve safety for cyclists, subject to public consultation and final GLA and TfL approval. The Head of Transportation confirmed that fundamental elements of the pilot included improvements for pedestrians and cyclists access to parks.

RESOLVED:-

- (i) that the contents of the report be noted;
- (ii) that the route of the proposed Quietway through Brent be agreed;
- (iii) that the scheme be continued to detailed design and consultation;
- (iv) that the Head of Transportation be authorised 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.

9. Stanmore to Thames cycle route

Members received a report that introduced the proposed cycle route in Brent developed by WestTrans from Stanmore to Thames (Kew Bridge). The route planning was being coordinated WestTrans as it stretched across four boroughs (Harrow, Brent, Ealing and Hounslow) and was being developed using the Mayor of London's Quietway principals.

Tony Antoniou (Head of Transportation) informed members that following approval of the report, Transport for London (TfL) would commence detailed design work and apply for funding under the Quietways programme. Members heard that as part of the detailed design of the scheme, interventions would be developed at a number of junctions and conflict points along the route, subject to public consultation and final GLA and TfL approval. Signage would also be provided at key locations (such as intersections) and at regular intervals along the route to ensure legibility for riders. Members noted that funding had not yet been secured from TfL for implementation

RESOLVED:-

- (i) that the contents of the report be noted;
- (ii) that the proposed route through Brent be approved in principle subject to consultation by Transport for London with assistance from Brent;
- (iii) that delegated authority be granted to the Head of Transportation to implement the scheme through Brent subject to the outcomes of the consultation and funding being secured.

10. Any Other Urgent Business

None.


11. Date of Next Meeting

Noted that the next meeting would take place on 22 January 2015.

The meeting closed at 8.35 pm

M BUTT
Chair

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 Brent	<p style="text-align: center;">Highways Committee 22 January 2015</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Dudden Hill
<p style="text-align: center;">Petition requesting the introduction of parking restrictions and safety measures in Chantry Crescent and Chapel Close.</p>	

1.0 Summary

- 1.1 This report informs the Committee of a petition received from residents of Chantry Crescent and Chapel Close requesting the introduction of parking restrictions and other traffic related safety measures in their streets.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues that were raised.
- 2.2 That the Committee notes the response of officers to the petition, as set out in this report, agrees for officers to consult on including Chantry Crescent and Chapel Close as an extension of the GD Controlled Parking Zone (CPZ), and introduce waiting and loading restrictions in these streets as part of the 2015/16 waiting/loading restrictions works programme.
- 2.3 That the Committee notes the outcome of officer's assessment of the road safety issues raised by the petitioners, and that with the exception of the installation of a 'no through road' sign to deter through traffic, no other safety measures will be implemented at this time.
- 2.4 That the Committee notes that Sports and Parks will arrange for signs to be installed in Chantry Close open space to deter dog fouling.
- 2.5 That subject to the outcome of a public consultation, the Committee authorises the Head of Transportation to take the necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to the Highway Committee any substantial objections or representations received during the statutory notification process.

- 2.6 That the main petitioner is informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 Details of the Petition

- 3.1 A petition was received in October 2014 from residents of Chantry Crescent and Chapel Close. The petition submitted by the Ward Councillors, requested the introduction of controlled parking and other traffic related measures in their streets. The petition is reported to committee in accordance with Standing Orders. The petition has more than 50 verified signatures and it reads:

We the undersigned petition Brent Council to;

“Introduce parking restrictions to Chantry Crescent and Chapel Close.”

- 3.2 A letter attached to the petition states that;

“We are writing to you to request that a new sign be put up on the entrance to Chapel Close and Chantry Crescent stating that it is a T-junction and there is no through road for vehicles. So it is clear to other drivers that there is no other way out, (one way in and one way out.) Also there is no speed limit sign which we believe is important as we find that other drivers are using excessive speed and our children are playing outside. It should read no faster than 5 miles per hour.

Furthermore on the entrance to Chantry Crescent it is clearly dangerous as drivers can not see around the sharp corner to view if there is a vehicle approaching on either direction, therefore we request some sort of safety measure to be put in place.

Finally we request that larger signs are put into the park to instruct dog owners and other non-residents to clean up after themselves as it casing hazards for the children of the residents.

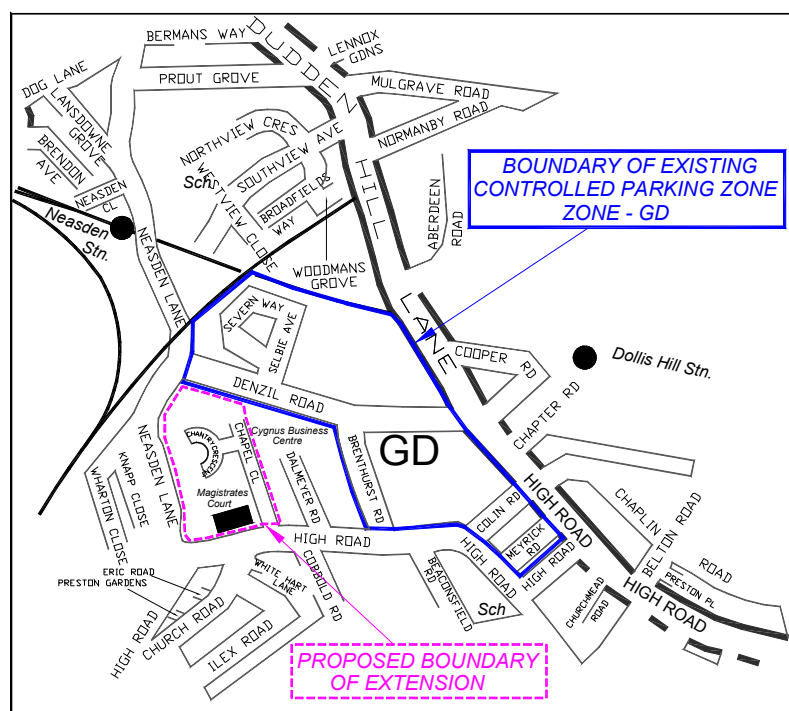
We request you urgent attention in this matter and await your response.

- 3.3 Copies of the petition and covering letter are available for inspection by Members of the Highways Committee.
- 3.4 Councillors Janice Long and Krupesh Hirani have also been in discussions with Officers in Regeneration and Growth about residents parking issues, and have requested that residents are consulted on inclusion of these streets in the GD Controlled Parking Zone.

4.0 Background

- 4.1 Chantry Crescent and Chapel Close are located north of Willesden High Road. They are surrounded by Zone GD CPZ to the east and north, by Zone NS CPZ to the west and Zone HY to the south. The area is mainly residential, however, there is a mixture of commercial and light industry close to the area with Sainsbury's

Homebase dominating the southern side of Willesden High Road and light industry / trading centre located off Dalmeyer Road on the eastern side (see plan below).



4.2 In September 2007, a consultation to extend the existing GD Zone to Chantry Crescent and Chapel Close was carried out as part of the annual CPZ review programme. The informal public consultation asked residents if they wanted to be included within the existing GD CPZ. The results of this consultation were as follows;

Number of questionnaires sent:	55
Number of questionnaires returned:	13
Percentage response:	24%

Against:	9
In favour:	4

4.3 The results were reported to the 22 January 2008 meeting of the Highways Committee. In view of the response received with the majority of respondents opposed to inclusion in the CPZ, Members resolved not proceed with the proposal to extend zone GD parking controls to Chantry Crescent and Chapel Close.

4.4 In March 2014, the Council received a petition from residents of these streets requesting that the Council introduce a permit parking scheme and investigate road safety concerns in the area. The petition submitted did not meet the threshold of 50 verified signatures for it to be considered by the Highways Committee, and therefore it was responded to by the Head of Transportation.

4.5 The response informed the lead petitioner that;

- The petition did not meet the threshold for being considered by the Highways committee
- The introduction of a CPZ would be subject to the results of a public consultation and the availability of funding
- No funding is available for consulting on, or introducing, a CPZ in 2014/2015
- In response to safety concerns, officers would consult on introducing double yellow line at any time waiting restrictions at junctions through the annual 'Short Sections of Waiting and Loading Restrictions' programme.

5.0 Response to the latest petition

- 5.1 Further to receiving this petition, officers visited the site and observed heavy on-street parking pressure with parking close to junctions that could impede visibility and cause access difficulties for larger vehicles and the emergency services. They also observed that there are small 'no through road' signs on the street name plates, but no larger separate signs are present. There are speed tables on Chapel Close and Chantry Crescent to help reduce speed and the speed limit is the usual 30mph for streets of this type, with no requirement to install speed limit signs. Introducing a 5mph speed limit is not permitted on public roads, the minimum speed limit is 20mph.
- 5.2 Officers also reviewed the accident data in these streets and found that there were no reported personal injury accidents (PIA's) within the last three years period ending in July 2014. Funding for road safety measures is prioritised on the basis of reducing accidents.
- 5.3 Officers noted that introducing a controlled parking zone (CPZ) would benefit these streets as it would prioritise parking for local residents and businesses by removing commuter parking and it would also improve road safety and accessibility by introducing double yellow lines at junctions and single yellow lines between parking bays and across driveways.
- 5.4 From the assessment it is the Officers view that;
- These streets would benefit from the introduction of controlled parking to remove commuter parking, prioritise parking spaces for local residents and their visitors and improve safety and accessibility through introducing waiting and loading restrictions.
 - The installation of a 'no through road' sign should be installed to deter access by traffic looking for a through route.
 - No speed reduction measures are necessary or recommended at this time.
- 5.5 The introduction of the signage is estimated to cost in the region of £150 and can be funded through the revenue signs budget for 2014/15. However, no funding is available to consult on, or implement, a CPZ this financial year as the waiting / loading restrictions programme is fully committed.

- 5.6 Therefore, in consideration of the benefits and the strength of feeling of local residents, officers will include a proposal to extend the neighbouring zone GD CPZ to Chantry Crescent and Chapel Close when compiling the 2015/16 Short sections waiting/loading restrictions works programme. It is also proposed that the double yellow line restrictions planned for 2014/15 are deferred and included in the CPZ proposals.
- 5.6 With reference to the request for additional signs to be installed at Chantry Close open space to deter dog fouling, Transportation have liaised with Sports and Parks and it has been agreed that given the relatively low cost (estimated £200), these can be installed as part of the 2014/15 signs programme.

6.0 Financial Implications

- 6.1 As a result of revenue budget savings there is currently no revenue funding available for reviewing or introducing new CPZ's. The only circumstance where a new area CPZ could be introduced is where funding becomes available as a result of a major planning development application and significant changes in the local area.
- 6.2 There is an £80,000 budget available through our Transport for London funded Local Implementation Plan budget allocation in 2015/16 for reviewing waiting and loading restrictions. This limited funding is prioritised to schemes which address a specific problem highlighted by the community and where there is clearly a high level of support from local residents and businesses.
- 6.3 The cost of introducing a CPZ in these streets is estimated to be approximately £10,000, including consultation and implementation. Should the GD CPZ zone be extended to include Chantry Crescent and Chapel Close the cost can be funded for 2015/16 financial year as part of the LIP waiting / loading restrictions programme.
- 6.4 The installation of the new 'no through road' sign is estimated to be £150, and new signs to deter dog fouling are estimated at £200, both can be funded through 2014/15 revenue budgets.

7.0 Legal Implications

- 7.1 There is no duty on the Council to introduce or review controlled parking zones.
- 7.2 Should GD CPZ extension be progressed during 2015/16 financial year, this will require the amendment of the existing Traffic Management Order (TMO) under 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.

- 8.2 There are no diversity implications arising from this report and its recommendations at this time. However, an Equality Assessment will be carried out after the consultation with all affected residents/businesses is carried out. This assessment will be included in the Delegated Authority report for approval by the Head of Transportation.


Background Papers

None

Contact Officers

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

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 Brent	<p style="text-align: center;">Highways Committee 22 January 2015</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Alperton
<p style="text-align: center;">Petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton</p>	

1.0 Summary

1.1 This report informs the Committee of a petition received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton.

2.0 Recommendations

2.1 That the Committee notes the contents of the petition and the issues raised.

2.2 That Committee notes the response of officers to the petition, as set out in this report. Agrees for officers to investigate and consult on the provision of a Controlled Park Zone or Zones in all streets off the A4005 Ealing Road between Hanger Lane and A4089 Ealing Road following completion of the development at 255 Ealing Road.

2.3 That the Committee agrees that, subject to formal Cabinet approval of S106 developer contribution allocations, funding is allocated from S106 developer contributions and from the Transport for London funded waiting and loading restrictions programme for 2016/17.

2.4 Subject to the outcome of a public consultation, the Committee authorises the Head of Transportation to take all necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to Highways

Committee, any substantial objections or representations received during statutory notification.

- 2.5 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 A petition has been received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton. The petition is reported to committee in accordance with Standing Orders. The petition has more than 50 verified signatures and it reads:

'We the undersigned residents of Cromwell Road, Burns Road and Cromwell Court, in Alperton are finding it increasingly more difficult to park in our streets because non residents come here and park all day whilst they go to work elsewhere in the area.

We therefore call upon the Council to instigate the Consultation Process necessary with a view to our area becoming a Controlled Parking Zone.'

- 3.2 In addition a covering email was received which stated:

'One of our many problems is that people leave vans and cars in our streets with For Sale Notices on them (the van in the photos has been in Burns Road for at least 2 weeks now) does your Dept. deal with this type of offence and if not who should we report it to?

We, in CABRA are now lobbying the council about the use of some of the Community Infrastructure Levy Neighbourhoods Fund to pay for us to have a CPZ which covers Cromwell and Burns Road.

On Saturday 11th of October, I and a group of CABRA residents, met with the CEO (Peter Mohoney) and architect of the proposed new development at 255 Ealing Road when the Councillors from the Planning Committee made a Site visit. At that meeting Peter Mahoney (from r55 group) said that they would be developers of that site ,are prepared to pay the cost of establishing a CPZ., and if you look at their planning proposals in the Council's Planning Committee report at :- <http://forms.brent.gov.uk/servlet/ep.?extid=101150&reference=116966&st=PL> you will find a reference to CPZs and other infrastructural issues.

I shall be speaking about the infrastructural needs of our residents and future residents, at the Planning Committee on Wed 15th of October as will one of our Ward Councillors (Mili Patel).

We urgently need a CPZ ,things are already desperate and when the first 2 Tower Blocks of flats open (in Jan 2015) there will even more people wanting to park in our 2 short cul -de- sacs.

- 3.3 Copies of the petition and covering letter are available for inspection by Highways Committee members.
- 3.4 The issue with the sale of vehicles on the public highway issue mentioned in the covering email has been referred to enforcement officers for investigation and action.

4.0 Background

- 4.1 Cromwell Road and Burns Road are residential 'no through' roads off the A4005 Ealing Road. Cromwell Court is a service road with a combination of residential and retail properties which runs parallel to the Ealing Road.
- 4.2 The A4005 Ealing Road is the main link road running through Alperton between Sudbury Town and Hanger Lane. It is a four lane through route subject to a 30mph speed limit by virtue of a system of street lighting with high volumes of traffic. It is host to a mixture of residential houses with off street parking, retail and industrial units.
- 4.3 The majority of existing residential properties on Ealing Road have off road parking facilities, but many of those on the side roads including those on Cromwell Road, Burns Road and Cromwell Court do not. With increasing car ownership this places significant demand for on-street parking.
- 4.4 There are 'no waiting and no loading restrictions' on Ealing Road but Cromwell Road, Burns Road and Cromwell Court are unrestricted except at junctions where 'No waiting at any time' restrictions have been provided to keep junctions clear.
- 4.5 Brent's Local Development Framework Core Strategy (LDF) adopted in 2010, identifies Alperton as a Growth Area for residential led mixed-use regeneration. The Alperton growth area is a strip of brownfield land along the Grand Union Canal, encompassing some of the poorest quality industrial land in the borough. There is the capacity to deliver significant housing through residential-led mixed-use redevelopment of the industrial land.

Cromwell Road and Burns Road are located on the western edge of the Alperton growth area. There is a lot of developer interest in this part of the growth area as it is near to Alperton Underground Station.

Network Housing Group are currently developing the former B&Q site at 243 Ealing Road with 441 residential flats, the first units will be occupied in early 2015, with final completion and full occupation anticipated within the following 24 months

In October 2014 a scheme at 255 Ealing Road (the Marvelfairs Site) was awarded planning permission subject to legal agreement. The council is in pre-application

discussions with developers on further development sites in the locality. It is anticipated that this development will commence within the next 3 years.

- 4.6 These are car free developments, but without a CPZ this level of development will increase parking pressures not only in Cromwell Road, Burns Road and Cromwell Court, but in the wider area.

5.0 Response to the petition

- 5.1 Officers have visited the area and noted that there are already parking pressures not only in Cromwell Road, Burns Road and Cromwell Court but all also in other residential streets in the vicinity of Ealing Road.

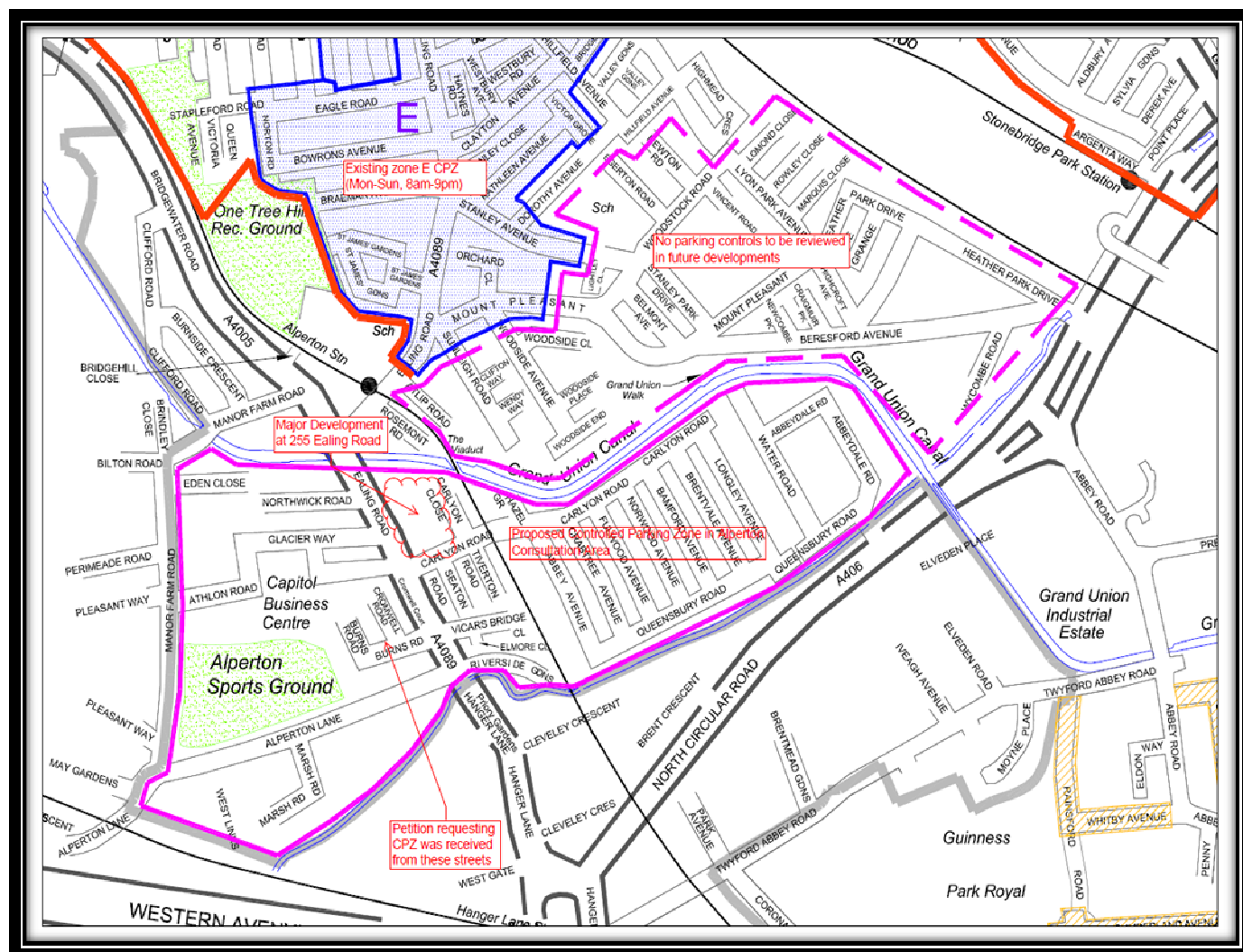
- 5.2 Except for 'no waiting at any time' restrictions to protect junctions, there are no existing parking restrictions in these roads and other roads in the area.

- 5.3 This level of development in the area will put increasing parking pressures on neighbouring streets, both from commuters who work in the industrial areas and residents/visitors to the new developments.

- 5.4 Officers anticipate that this is likely to result in increased on-street parking pressures and difficulties for those currently living in the area. It may also result in more indiscriminate parking on restrictions around the junctions and the need for additional enforcement.

- 5.5 Officers preliminary investigations have identified a likely increase in parking pressure resulting from the new developments and commuters that will be detrimental to residents unless controlled parking measures are considered. Fig 1 shows the area of CABRA concern and other areas that will need to be considered.

Fig 1 – Plan showing development sites and proposed area of CPZ.



- 5.6 Officers recommend a parking assessment is carried out in January 2017, when the 243 Ealing Road development is nearing completion and the majority of new dwellings are fully occupied.
- 5.7 Subject to the outcome of the assessment it is recommended to consult on the provision of a Controlled Parking Zone or Zones in all streets off the A4005 Ealing Road between Hanger Lane and A4089 Ealing Road. This work should be funded from S106 developer funding as well as being considered when compiling the 2016/17 waiting and loading restrictions programme.

5.8 Officers recommend that the area shown in Fig 1. bounded by Alperton Lane Manor Farm Road, the Grand Union Canal and A406 North Circular Road is included in the proposed CPZ area.

6.0 Financial Implications

6.1 As a result of budget savings there is currently no revenue funding available for reviewing or introducing new CPZ's. The only circumstance where a new area CPZ could be introduced is where funding becomes available as a result of a major planning development application and significant changes in the local area.

6.2 There is an annual £80,000 budget available through our Transport for London funded Local Implementation Plan (LIP) budget allocation in 2015/16 for reviewing waiting and loading restrictions. This limited funding is prioritised to minor schemes which address a specific problem highlighted by the community and where there is clearly a high level of support from local residents and businesses. A similar allocation will be available in 2016/17 and in future years.

6.3 The estimated cost of introducing a CPZ in the wider area shown in Fig 1 is estimated to be in the region of £150,000. S106 Developer contributions for the area have been identified to the value of £60,000 with a further £60,000 becoming available when the development of 255 Ealing Road commences, which is anticipated within 3 years.

6.4 It is proposed that, subject to formal Cabinet approval of S106 allocations, a minimum of £120,000 from S106 Developer funding is allocated to surveys, consultation and introducing a CPZ in the area from January 2017, with the remaining funding allocated from the LIP funded waiting and loading restrictions programme.

6.5 There are no cost implications on the Councils revenue budget as a result of this report.

7.0 Legal Implications

7.1 There is no duty on the Council to introduce or review controlled parking zones.

7.2 The introduction of a CPZ will require Traffic Management Orders (TMO) under 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.

- 8.2 There are no diversity implications arising from this report and its recommendations at this time. However, an Equality Assessment will be carried out after the consultation with all affected residents/businesses is carried out. This assessment will be included in the Delegated Authority report for approval by the Head of Transportation.

Background Papers


CABRA Petition

Contact Officers

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 Brent	<p style="text-align: center;">Highways Committee 22 January 2015</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Sudbury
<p style="text-align: center;">Proposed review of the SH Controlled Parking Zone (CPZ).</p>	

1.0 Summary

- 1.1 This report informs the Committee of the results of a consultation on the review and proposed changes to Controlled Parking Zone SH, which includes Fernbank, Maybank and Rosebank Avenues, Sudbury.

2.0 Recommendations

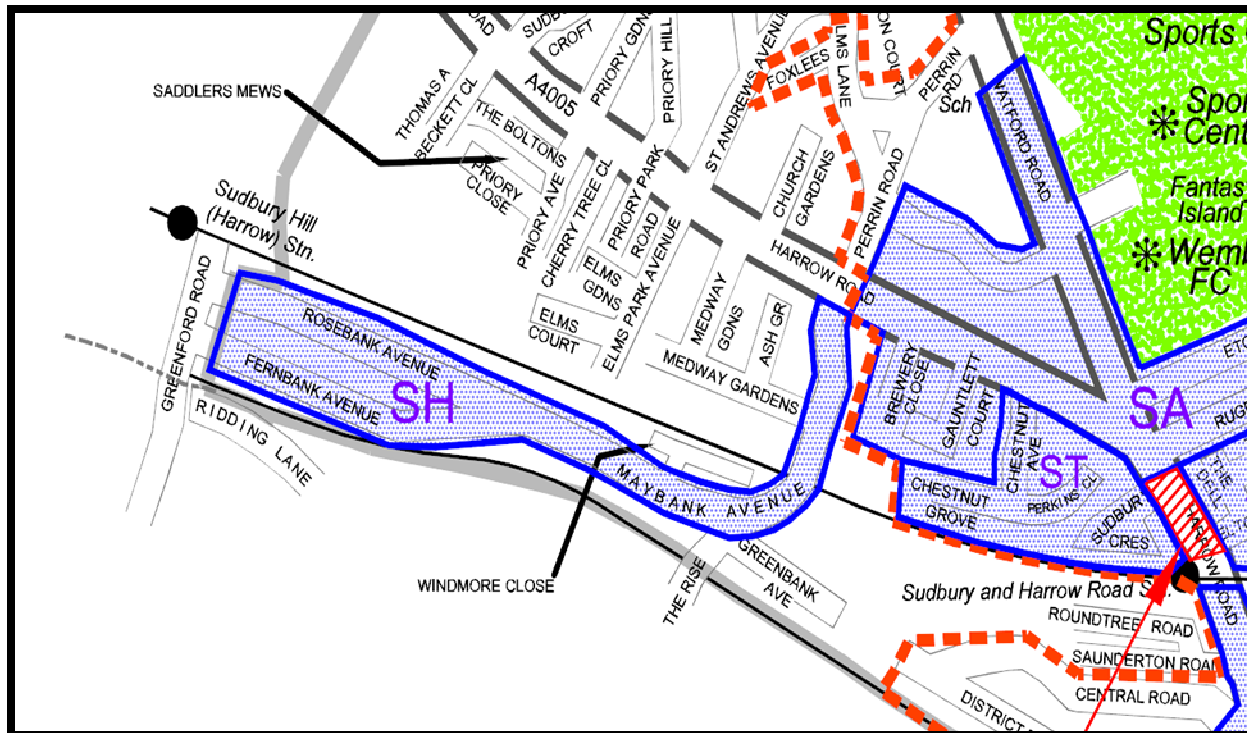
- 2.1 That the Committee notes that a consultation was carried out to review the operation of the SH CPZ following petitions from residents both for and against changes
- 2.2 That the Committee notes the results of the consultation and analysis by officers in section 5 of this report.
- 2.3 That, the Committee instructs the Head of Transportation not to make any alterations to the operational days or times in the SH CPZ.
- 2.4 That the main petitioners be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 Details

- 3.1 The zone SH operates on Monday to Saturday, 8am to 6.30pm. The area is mainly residential.
- 3.2 Members are reminded that Highways Committee on 10 October 2013 considered a petition from local residents and businesses worded as follows;
- ‘ In view of the recent increases in Residents Parking Permit Charges and reductions in number and increased charges for visitors permits we call on Brent Council to undertake an early review of the controlled parking zone operating in Fernbank, Maybank and Rosebank Avenues, Sudbury.’*
- 3.3 At the meeting members resolved to include the review of the operation of the SH zone in the 2014/15 financial year.
- 3.4 In January 2014 the Council received a further petition in the form of survey of the opinions of local residents and businesses of Fernbank, Maybank and Rosebank Avenues which was considered by the Highways Committee on 17 July 2014.
- 3.5 The objective of this petition/survey was then to find out whether the views of the local residents expressed in the October 2013 petition were representative of the majority of residents and the main petitioner claimed that of those that responded, 63% of residents would like the SH CPZ to remain unchanged.
- 3.6 In view of these results the main petitioner argued against the decision of the Highways Committee on 10 October 2013 to undertake a review of the operation of the CPZ. However, officers doubted the impartiality and reliability of the information as it was not carried out in accordance with the Councils normal consultation process which would include a questionnaire for equalities analysis and give residents the option to request the information in a larger font or have it translated.
- 3.7 The Highways Committee of 17 July 2014 instructed officers to proceed with a consultation on the review of the zone SH as previously agreed in order to validate the data, as the results from the residents survey may not be representative of the views of the local community.
- 3.8 Members also instructed the Head of Transportation to report the results of the consultation to a future Highways Committee with recommendations on whether or not to proceed with any amendments to existing restrictions in CPZ SH.

4.0 Background

- 4.1 The Controlled parking zone SH (CPZ SH) is located in Sudbury (see map below) and was introduced in two phases. The original scheme included Rosebank and Fernbank Avenues and was introduced in December 2003 and the zone was then extended in November 2005 to include Maybank Avenue.



- 4.2 The scheme was implemented to:

- Remove commuter and long-term non-residential parking from the area;
- Improve road safety by removing obstructive parking from junctions;
- Reduce the level of traffic in the area by regulating parking on-street; and
- To attract more customers to local shops / businesses by allowing greater turnover in parking spaces.

- 4.3 The scheme's operational times were agreed with residents and businesses at the time of the original scheme consultation and it currently operates from 8.00am to 6.30pm, Monday to Saturday excluding bank holidays.

- 4.4 The zone is located between two railway lines with Sudbury Hill station to the west and Sudbury and Harrow Road to the east. Many of the properties in the zone are residential terraced houses and the vast majority do not have the option of off-street parking spaces.

- 4.5 In February / March 2007, officers carried out a review of the zone by consulting with residents and businesses on how the CPZ was operating and on how the scheme could be improved.
- 4.6 The consultation showed that the majority of respondents were fairly satisfied with the CPZ overall. The majority stated that the hours of operation 8.00am - 6.30pm should remain unchanged, but they were very dissatisfied with the days of operation from Monday to Saturday and preferred to change it to Monday to Friday.
- 4.7 The results of the consultation were reported to the March 2008 Highways Committee. Members noted the results of the consultation. However, the Committee felt that the results did not show decisive support to amend or retain the operational times of the zone and members decided to keep the operational times of 8.00am to 6.30pm, Monday to Saturday unchanged.
- 4.8 Members were also asked at this time to note that residents from Rosebank and Fernbank Avenue had expressed concerns about the level of parking within the SH Zone, particularly from residents of Maybank Avenue. It was noted that it would be difficult to create a separate zone for Rosebank Avenue and Fernbank Avenue exclusively (as requested by residents to prevent parking by Maybank residents), but that the Council would continue monitoring the situation in the new financial year.
- 4.9 Consultants Urban Flow have been commissioned by The WestTrans Sub-Regional Partnership to undertake a comprehensive public realm and station access study in Greenford Road in the vicinity of Sudbury Hill and Harrow stations. The study area is seen as representing the 'missing piece' in linking up past, present and future schemes and initiatives that could unlock this part of west London and address the objectives of the West London Sub-Regional Transport Plan and wider TfL and Mayoral objectives.
- 4.10 WestTrans have been working with Officers from Ealing, Harrow and Brent in developing a vision for this section of the Greenford road, which is a boundary between the three boroughs.
- 4.11 The study is considering a variety of movement, economic and social issues and is looking to provide a comprehensive planning approach which supports an underlying vision for the improvement and regeneration of the local area. This vision is summarised as:

“Creating a vibrant, interesting and flexible street for local people and visitors alike, offering a sociable ‘village’ like environment with convenient facilities”.

- 4.12 The 3 year study began in June 2014 and is programmed for completion in the summer of 2016. While the study area lies outside of Brent's borough boundary, the scheme will consider and is likely to impact on parking conditions in local residential streets including Fernbank Avenue and Rosebank Avenue.
- 4.13 Urban Flow will shortly be undertaking a very extensive public engagement exercise to gather local views on potential improvement options.
- 4.14 Officers are of the view that the results of the public engagement exercise and details of the scheme should be fully considered before making any decision on future parking and loading arrangements in the vicinity of the Sudbury Hill area.

5.0 Results of the public consultation

- 5.1 A public consultation was carried out starting from 16th December 2014 for three weeks. A copy of the consultation documentation is appended to this report (see Appendix A). The informal public consultation asked residents if they wanted changes to be made to the operational days and times of the zone. The consultation questionnaire suggested three options based on the standard CPZ operational times used in the borough, however, respondents also had the opportunity to make comments for consideration by Officers.
- 5.2 A summary of the results of this consultation is as follows;

Number of questionnaires sent	473
Number of questionnaires returned	124
Percentage response	26%

Question 1: What would you like the CPZ operational hours to be?

Option 1 - Remain unchanged (8 am to 6.30 pm)	60%
Option 2 - Shorter (10 am to 3 pm)	27%
Option 3 - Longer (10 am to 9 pm)	14%

Question 2: What would you like the CPZ operational days to be?

Option 1- Remain unchanged (Monday to Saturday)	43%
Option 2 - Monday to Friday	43%
Option 3 - Monday to Sunday	13%

Appendix B provides a street by street analysis of the results of the consultation.

- 5.3 74% of respondents want the hours of restrictions to remain unchanged or be extended, only 27% want the operational hours reduced. There was a significant majority of residents in all streets that did not want the operational hours reduced. Reducing hours in one street in the CPZ is likely to result in additional vehicles parking in that street.
- 5.4 56% of respondents want the operational days to remain unchanged or be extended, 43% want the operational days to be reduced. The majority of residents in Maybank Avenue want the operational days reduced to Monday to Friday, however, reducing the operational days in this street would result in displaced parking from other streets.
- 5.5 In conclusion, it is recommended that the existing CPZ zone operational days and times remain unchanged.

6.0 Financial Implications

- 6.1 As a result of revenue budget savings there is currently no revenue funding available for reviewing or introducing new CPZ's. The only circumstance where a new area CPZ could be introduced is where funding becomes available as a result of a major planning development application and significant changes in the local area.
- 6.2 There is an £80,000 budget available through our Transport for London funded Local Implementation Plan (LIP) budget allocation in 2014/15 for reviewing waiting and loading restrictions. This limited funding is prioritised to schemes which address a specific problem highlighted by the community and where there is clearly a high level of support from local residents and businesses.
- 6.3 The cost of consultation is estimated at £1,500. This cost of this has been covered from the LIP waiting and loading review 2014/15 budget.
- 6.4 There are financial implications on the revenue budgets as a result of this report.

7.0 Legal Implications

- 7.1 Any changes identified in the review and approved for implementation would require the amendment of the existing traffic regulation order under the Road Traffic Regulation Act 1984.

- 7.2 No changes to existing restrictions have been recommended and therefore there are no legal implications arising from this report and its recommendations.

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.
- 8.2 An equality analysis of the results of the consultation on changes to the operation of the CPZ SH has been carried out (details in Appendix C). Officers consider that the responses to the equality questionnaire broadly reflect the diversity of the local community.
- 8.3 Officers are also of the opinion that no groups with protected characteristics will be disproportionately affected and that there are no diversity implications arising from this report and its recommendations.

Appendices

Appendix A – SH CPZ Review Public Consultation Documents

Appendix B - Street by street consultation analysis

Appendix C - Equalities monitoring analysis

Background Papers

10th October 2013 Highways Committee report.

18th July 2014 Highways Committee report.

Contact Officers

Sandor Fazekas, Projects Development Manager (ext 5113)

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Appendix 1 – SH CPZ Review Public Consultation Documents

Our ref: HD22CSHzone

DATE: December 2014



Brent

Public Consultation Proposed Review of Zone SH CPZ

This document outlines proposals to review parking restriction times currently in operation in Zone SH controlled parking zone (CPZ). It is also an opportunity for you to tell the Council your views on how you think the CPZ is operating and on how the scheme could be improved. Please read through the information in this document and then complete and return the enclosed questionnaire - postage is free. The closing date for the return of the questionnaires is 8th January 2015.

Why are we proposing the review?

The Zone SH CPZ was introduced in 2003 and operates from 8am to 6.30pm, Monday to Saturday.

In recent years concerns have been raised by local residents regarding the operational times and parking arrangements in the zone. In October 2013 a petition was considered by the Highways Committee, where approval was given to consult on proposed changes. This prompted the submission of a further petition from local residents opposed to any changes and this was reported to the Council's Highways Committee in July 2014.

The Highways Committee, having considered both petitions, approved for officers to carry out a review of the zone to determine resident's views.

What are the proposals?

The review is focused on the existing operational hours and days of the controlled parking zone and we would like to know your views on whether you feel the times of parking controls should be kept as they are, reduced or extended to late evenings. The review also provides an opportunity to comment on how you think the scheme can be improved. This could include location and type of parking bays, enforcement or any other parking issues related to the zone.

It should be noted that a reduction in the operating hours and days will result in less parking controls and daytime enforcement, which in turn could increase non-resident parking demand outside the restricted hours. This may result in residents finding less available parking spaces during unrestricted times, but will provide greater opportunity for visitors to park during the day whilst still preventing all day non-resident commuter parking. An extension to the operating hours and days will result in longer parking controls and therefore further limit visitor parking availability.

Please note that the cost of parking permits would not be affected by any changes to the current parking controls.

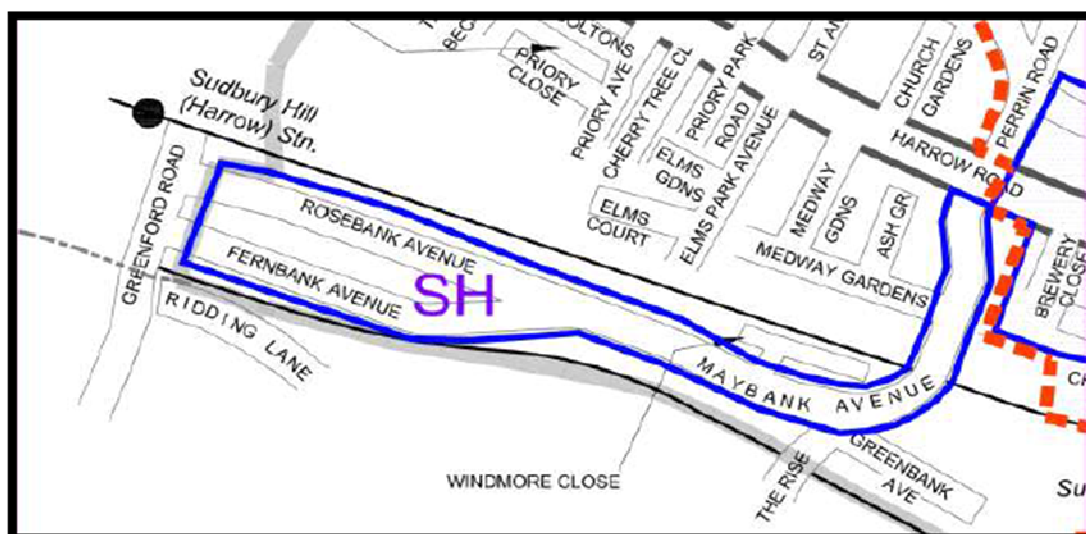
Any decision to make changes to the CPZ will depend on local views and I would therefore encourage you, whether you own a vehicle or not, to complete and return the attached questionnaire to us using the freepost facility, by 8th January 2015.

Finally, I would like to thank you for your participation and inform you that you will be notified of the outcome of this consultation in due course.

Tony Kennedy
Head of Transportation

Please see the back of this document for further details on how to respond to this consultation.

We are consulting residents/businesses in the SH zone.



Your views are important to us

Only the questionnaire issued by the Council should be used to respond to this consultation and no photocopies will be considered. Alternatively this document is also available for completion online at www.brent.gov.uk/consultation. responses from within the consultation area only will be considered.

Please complete the enclosed questionnaire and return it in the Freepost envelope provided to:
 London Borough of Brent
 Transportation
 5th Floor, Civic Centre
 Engineers Way
 Wembley, Middlesex
 HA9 0FJ

All properties within the consultation area are shown on the above plan. Local groups, Statutory Authorities, the Emergency Services and Ward Councillors are also being consulted.

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

If you would like further information then please contact:

<p>Solomon Nere Senior Engineer Project Development Transportation Service London Borough of Brent Tel: 020 8937 5124</p>	<p>Paulette Weekes Consultation Officer Project Development Transportation Service London Borough Of Brent Tel: 020 8937 5127</p>
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Translation Request

<p>We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g large print, Braille), please contact the Consultation Officer on 020 8937 5127.</p>	ENGLISH
<p>நாங்கள் வழங்கும் தகவலை எங்கள் அல்லா வாடிக்கையாளர்களும் புரிந்துகொள்வதை நாங்கள் விரும்புகிறோம். இத்தகவலை உங்களின் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, ப்ரெய்ரி) நீங்கள் வேண்டினால், தயவுசெய்து 0208 937 5127-இல் கலந்துரையாடலு அல்காரியைத் தொடர்புகொள்ளவும்.</p>	TAMIL
<p>نود أن يتمكن جميع صلابنا من فهم المعلومات التي نقدمها. إذا كنت ترغب في استلام هذه المعلومات مترجمة إلى لغتك الأولى أو فصلها بصيغة أخرى (مثلا، بالحروف الكبيرة أو مكتوبة بلغة بربل للمكفوفين) فيرجى الاتصال بموظف المشاور على هاتف رقم: 0208 937 5127</p>	ARABIC
<p>Ne duam që të gjithë konsumatorët tanë të kuptojnë informacionin, që ne japim. Nëse e doni të merrni këtë informacion në gjuhën tuaj ose në një format tjetër (p.sh. me shkronja të mëdha, ose shkrim Braville), lutemi kontaktoni Oficerin e Konsultimitin në numrin 020 8937 5127.</p>	ALBANIAN
<p>Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. dużą czcionką, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji Consultation Officer pod numerem 020 8937 5127.</p>	POLISH
<p>Waxaan rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aamu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 020 8937 5127.</p>	SOMALI
<p>અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અનુભવ બધા જ પ્રકારોને સમજણ પડે એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઈલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.</p>	GUJARATI
<p>ہم چاہتے ہیں کہ جو معلومات ہم دیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (بڑے حروف کی چھاپائی، بریل) میں درکار ہو تو پوائے مہربانی کونسلیشن آفیسر سے نمبر 0208 937 5127 پر رابطہ کریں۔</p>	URDU
<p>हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिये तो कृपया कंसल्टेशन ऑफिसर से नंबर 0208 937 5127 पर संपर्क करें।</p>	HINDI
<p>ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਸਾਡੇ ਸਾਰੇ ਗਾਹਕ ਸਾਡੇ ਵੱਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਅਸਲਨ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੋਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 937 5127 ਤੇ ਸੰਪਰਕ ਕਰੋ।</p>	PUNJABI

Our ref: HD22C SHzone
15th December 2014



Questionnaire
Proposed review of zone SH CPZ
Please complete and return

Resident / owner

Dear Sir or Madam,

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

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

Sending back this form

Please complete this questionnaire and return it in the FREEPOST envelope enclosed, to reach us by 8th January 2015. Alternatively, post it to London Borough of Brent, Project Development, Transportation Service, 5th Floor North, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Details on-line

This consultation document and questionnaire is available on our website and the results will generally be available on our website within one month. Please go to www.brent.gov.uk/consultation

Only one reply per household will be accepted.

**If you require this document in larger print please call
020 8937 5127**

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Questions

1. What would you like the CPZ operational hours to be? Please select one.

Remain unchanged (8am to 6.30pm)

Shorter (10am to 3pm)

Longer (10am to 9pm)

2. What would you like the CPZ operational days to be? Please select one.

Remain unchanged (Monday to Saturday)

Monday to Friday

Monday to Sunday

Comments

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation,
please call S Nere on 020 8937 5124.

Equalities Monitoring Questionnaire

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

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

We would appreciate your help in completing this questionnaire.

1) Your first and last name:

2) Your address:

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

Asian or Asian British	Black or Black British	Other Ethnic Group
<input type="checkbox"/> Indian <input type="checkbox"/> Pakistani <input type="checkbox"/> Chinese <input type="checkbox"/> British <input type="checkbox"/> Asian Other	<input type="checkbox"/> Caribbean <input type="checkbox"/> African <input type="checkbox"/> Somali <input type="checkbox"/> British <input type="checkbox"/> Black Other	<input type="checkbox"/> Eastern European <input type="checkbox"/> Turkish <input type="checkbox"/> Afghan <input type="checkbox"/> Any other ethnic group
White	Mixed Race / Dual Heritage	
<input type="checkbox"/> British/English/Welsh/Scottish/Northern Irish <input type="checkbox"/> Irish <input type="checkbox"/> Traveller of Irish Heritage <input type="checkbox"/> Gypsy Roma <input type="checkbox"/> White Other	<input type="checkbox"/> White/Black Caribbean <input type="checkbox"/> White/Black African <input type="checkbox"/> White/Asian <input type="checkbox"/> Any other mixed background	<input type="checkbox"/> Prefer not to say

4) Do you consider yourself to have a disability?

Are your day to day activities (such as reading a book, shopping, using a telephone, getting washed or dressed, preparing and eating food) limited because of a health problem or disability which has lasted or is expected to last at least 12 months?

Yes No Prefer not to say

Please indicate your sex Female Male Prefer not to say

5) To which age group do you belong?

16-24 25-34 35-44 45-54 55-64 65-74 75+ Prefer not to say

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

Agnostic Buddhist Christian Hindu Humanist Jewish Muslim
 Sikh No religious belief Other Prefer not to say

7) What is your sexual orientation?

Gay woman/Lesbian Gay Heterosexual Bisexual Other Prefer not to say

APPENDIX B - Zone SH review street by street consultation analysis

The table below provides a breakdown of the responses to the consultation questionnaires.

Road Name	Questionnaires delivered	Questionnaires returned	Percentage Response	Question 1			Question 2		
				Opt 1	Opt 2	Opt 3	Opt 1	Opt 2	Opt 3
Brewery Close	1	0	0%	0	0	0	0	0	0
Fernbank Ave	125	41	33%	30 (73%)	5 (12%)	6 (15%)	21 (51%)	13 (32%)	7 (17%)
Maybank Ave	197	51	26%	31 (61%)	16 (31%)	4 (8%)	19 (37%)	28 (55%)	4 (8%)
Rosebank Ave	148	32	22%	13 (41%)	12 (38%)	7 (22%)	13 (41%)	13 (41%)	5 (16%)
Windmore Close	2	0	0%	0	0	0	0	0	0
TOTAL	473	124	26.%	74 (60%)	33 (27%)	17 (14%)	53 (43%)	54 (43%)	16 (13%)

The questions asked were as follows:

Question 1. What would you like the CPZ operational hours to be?

Option 1 – Remain unchanged (8am to 6.30pm)

Option 2- Shorter (10am to 3pm)

Option 3- Longer (10am to 9pm)

Question 2. What would you like the CPZ operational days to be?

Option 1. Remain unchanged (Monday to Saturday)

Option 2. Monday to Friday

Option 3. Monday to Sunday

APPENDIX C - Zone SH review equalities monitoring analysis

The tables below provide details of the responses to the equalities monitoring questionnaire (Appendix 1).

Ethnic Group - Asian Or Asian British			Black British			Other Ethnic Group	White			
55			16			3	27			
Indian	Pakistan	Asian British or Asian other	Caribbean	African	Somali	Afghan	British/ English/ Welsh/ Scottish/ Northern Irish	Irish	White other	Prefer not to say
28	10	17	11	1	2	3	18	3	6	10

Do you consider yourself to a disabled person?			Gender			Sexual Orientation		
Yes	No	Preferred not to say	Male	Female	Preferred not to say	Heterosexual	Bisexual	Preferred not to say
14	85	13	70	34	9	60	2	43
What age group you belong?								
16-24	25-34	35-44	45-54	55-64	65-74	75+	Preferred not to say	
-	8	12	16	30	14	22	10	
What is your religion?								
Agnostic	Buddhist	Christian	Hindu	Muslim	Sikh	No religious belief	other	Preferred not to say
2	2	39	30	16	4	4	4	11

APPENDIX C - Zone SH review equalities monitoring analysis (Continued)

Summary

113 respondents completed and returned the equalities monitoring questionnaires. Officers analysed the results in comparison with 2011 census information for Sudbury Ward. It should be noted that the comparison is for several streets within the ward, that the data available is several years old and that therefore it would be reasonable to expect some variations when comparing the results to the ward profile data.


Of the responses to the ethnicity question, 49% were from Asian or Asian British; 14% were from black British and 24% were white. These results are broadly representative of the range of ethnicity for Sudbury Ward (56% were Asian or Asian British; 23% were White and 3.7% were Black).

For gender: 62% were male and 30% were female while the gender profile for Sudbury Ward is 51% male and 49% female. Officers note that a higher proportion of males returned the questionnaire.

For religion: 1.8% of the respondents were Agnostic, 1.8% Buddhist, 35% Christians, 27% Hindu, 14% Muslim, 3.6% Sikh, 3.6 % with no religious beliefs, 3.6% other and 9.8% preferred not to say while the Sudbury ward profile data indicates that for the community, 32% Christians, 2.4% Buddhist, 34% Hindu, 0.2% Jewish, 18% Muslims, 1% Sikh, 1.2% other, 5.1% with no religion and 5.5% prefer not to say. Officers note the variations when compared to the ward data but consider the results representative.

For disability and age groups, 12% of residents who filled in the questionnaires consider themselves disabled and 32% of residents who filled in the questionnaires were between the age group of 65 years and over. These figures are slightly higher than the ward profile which indicates that 0.8% of population in the ward are disabled and 10.6% are 65 years old and over. This also demonstrates a high participation by disabled persons and older people.

In conclusion, Officers consider that the responses to the equality questionnaire broadly reflect the diversity of the local community.

 Brent	Highways Committee 22 January 2015 Report from the Head of Transportation
For Action	Wards Affected: Stonebridge
Petition requesting various traffic engineering measures on Brentfield, Stonebridge NW10.	

1.0 Summary

- 1.1 This report informs the committee of a petition requesting various traffic engineering measures on Brentfield / Hillside NW10 and details works associated with an existing development being implemented in the area.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the investigations undertaken by officers.
- 2.2 That the Committee notes that a local safety scheme for Brentfield Road / Hillside is included in the Transport for London funded Local Implementation Plan programme for construction in the 2014/15 financial year.
- 2.3 That the Committee notes the response of officers to the petition, as set out in this report. Agrees that the work currently programmed to improve safety addresses the concerns of the petitioners, and therefore no further action is required at this time.
- 2.4 That the Committee agrees for officers to monitor the situation following completion of both the development related safety improvements and implementation of the local safety scheme.
- 2.5 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 The Petition

- 3.1 A petition has been received from residents of Hillside, Stonebridge requesting traffic engineering measures on Brentfield / Hillside NW10. The petition has been verified and is reported in accordance with Standing Orders. It has 51 signatures and reads:

'RE: Changes in phasing at the traffic light and vehicles running the red light - Danger at location.

LOCATION: Traffic lights next to The Avenue, Bridge Park Hotel NW10 SBN and The Hub and Tesco Metro Stonebridge. Another landmark at the crossing is Rocky's.

Please find signatures from businesses and citizens concerning the traffic light situation at the mini lights on Harrow Road / Hillside NW10.

The reason for the signatures is that there have been a number of near-misses and accidents. The problems were most definitely problematic when the number 18 bus stop was adjacent to Shakespeare Avenue. As the bus stop has now moved this has eased congestion. However, vehicles parking on the pavement outside the hub are causing problems.

Are you in a position to consider and make changes to include the following?

- a) Countdown on the pedestrian sides of traffic lights*
- b) Slow down signage, humps, CCW, traffic cameras, warning signs, dead slow zone?*
- c) Beware sign on the pavements don't let this be the last thing you read / see ... or similar...*
- d) Loading only and control of parking at the Hub — it is in fact a pavement/foot path*
- e) Control of traffic on the avenue and widening of the footpaths*
- f) Any other sensible measures with appropriate consultation'*

- 3.2 Copies of the petition and covering letter are available for inspection by Members of the Highways Committee.

4.0 Background

- 4.1 The section of Hillside described in the petition runs between its junction with The Avenue and Brentfield Road. The Stonebridge Centre, Evangelical Church and a series of retail outlets, including a Tesco express, front the carriageway. Indiscriminate parking has been observed along the route by those visiting the shops. The route is subject to the usual a 30mph speed limit for a road of this type.
- 4.2 This route has high volumes of traffic with a recent survey identifying traffic flows of 24,359 vehicles on an average day, in both directions combined.

- 4.5 This allocation for a local safety scheme was made following an analysis of accident data in the area, which identified 46 personal injury accidents (PIA's) between the period of March 2010 and June 2014 (50 months), of which 5 were serious.
- 4.6 The petition was received when the local safety scheme went out to consultation and, whilst the location was outside the limits of the scheme, consideration was given to contents of the petition.
- 4.7 The local safety scheme report concluded that measures being undertaken as part of the new development would address many of the issues raised in the petition and the consideration of additional measures was not therefore required at this present time.
- 4.8 The results of the public consultation concluded that;
- 49 responses were received from 411 consultation questionnaires sent to local residents and businesses, representing a 12% return rate which is similar to other schemes.
 - 80% of respondents supported the scheme.
 - 6% of respondents were not in favour, and,
 - 14% did not give an opinion.
- 4.9 The scheme is therefore being progressed for implementation by the end of March 2015, and the key features of the final scheme are;
- Construction of a new zebra crossing in Hillside between its junctions of West End Close and Wesley Road to facilitate school children crossing the road safely and to gain access to the recently opened school annex on the northern side of Hillside. A high number of PIA's occurred at this location.
 - Construct an uncontrolled pedestrian crossing (pedestrian refuge island) at the centre of the carriageway in Hillside near the junction with First Drive. The location chosen for this facility is in close proximity to shops and residential properties and has experienced accidents;
 - Construct another uncontrolled pedestrian crossing (as above) near the junction with Sunny Crescent. The proposed crossing is close to the local community centre and residential properties. A few personal injury accidents were reported near this location;
 - Change the existing traffic splitter island into a pedestrian refuge island to facilitate an uncontrolled pedestrian crossing near the junction with Conduit Way. This location is in close proximity to the London Overground / underground station, North Circular Road, local amenities and residential properties. Several personal injury accidents were reported near this location.

- Amend existing loading and waiting restrictions and introduce 'no loading & no waiting at any time' restrictions along this stretch road to improve bus movement and road safety. There are few businesses located outside 173 Hillside which has already 'no loading and no waiting restrictions.
- Extend the cycle route (45) by 29m near the bus stop outside 20 Hillside as a result of shortening of the bus cage. The cycle lane will be kept to its existing 1.5m width.

These measures are shown in Appendix 1 - Brentfield / Hillside Local Safety Scheme Plans.

5.0 Accident analysis of section of Hillside of petitioners concern

- 5.1 Following receipt of the petition, officers reviewed accident data for the section of road of petitioners concern. There have been 5 accidents between The Avenue and Brentfield Avenue during the 3 year period between July 2011 and July 2014. Of these 1 resulted in a serious injury and the 4 resulted in slight injuries, 1 involving a cyclist and 2 pedestrians.
- 5.2 The serious accident involved a cyclist manoeuvring to turn right at Shakespeare Road and being struck by an overtaking vehicle. Unfortunately, this is a result of driver error and it is unlikely that any measures that could be provided would have prevented this accident from occurring.
- 5.3 Two accidents involved pedestrians, one of which involved a wheelchair user on the crossing being struck by a car which failed to stop. This occurred at night and involved a driver in their 80's. The second accident occurred at the junction with Shakespeare Road and involved a pedestrian stepping into the road with a buggy and was struck by a car.
- 5.4 One accident involved a bus passenger falling over as a result of sharp braking due to a pedestrian in the road.
- 5.5 One accident involved a rear end shunt at the Brentfield Road traffic signals.
- 5.6 There was one further accident resulting in a slight injury 25m west of its junction with Shakespeare Crescent which involved a car pulling over to park and colliding with a cyclist.
- 5.7 Three of five collisions involved pedestrians stepping into the road (although one was a contributory factor to the collision rather than a casualty). Improvements to the crossing being undertaken as part of the development works should help to improve pedestrian safety.
- 5.8 Currently the road markings along this section of road are in poor condition. They are worn and faded and which could create confusion for drivers resulting in errors which increases the potential for accidents. Resurfacing associated with the

relocation of crossing will result in road markings being renewed which in turn will improve driver awareness of their environments and therefore road safety.

6.0 Response to the petition

6.1 The petition requests that a number of measures are considered to improve road safety on Hillside/ Brentfield between the traffic lights next to The Avenue, Bridge Park Hotel NW10 SBN and The Hub and Tesco Metro Stonebridge. This report considers each of the requests in detail below:

6.2 *'Vehicles parking on the pavement outside the hub are causing problems'*

It has been agreed that bollards can be located outside the Hub as part of the development highway improvement works to prevent parking on the footways and thereby improving pedestrian safety.

6.3 *'Countdown on the pedestrian sides of traffic lights'*

Countdown signals will be provided as part of the works associated with the relocation of the pedestrian crossing being undertaken as a result of the development.

6.4 Request for 'Slow down signage, humps, CCW, traffic cameras, warning signs, dead slow zone'

Advance warning signs will be erected in conjunction with the relocated Pelican crossing as part of the developer's improvement scheme. In addition 'SLOW' road markings will be provided adjacent to the signs to further improve driver behaviour.

Brentfield Road and Hillside are Principal Classified 'A' roads and form part of the boroughs Strategic Road Network (SRN). There are high volumes of traffic and therefore it is not appropriate to provide vertical calming measures such as road humps. However, the improvement works as part of the development in the area will improve signage and road markings which will improve driver awareness and therefore improve road safety.

Speed surveys undertaken east of this section as part of the road safety study and indicate that the 85th percentile speed is 32mph which is within expected levels for a 30mph speed limit. Whilst the surveys were not undertaken at this specific location this area is similar in nature with the addition of on street parking and therefore it is likely that speeds are of a similar level. Speed cameras are implemented by Transport for London (TfL) on the basis of speed related accidents and the existing speed cameras are programmed for replacement with digital cameras, with the camera near the new zebra crossing being relocated nearer to the junction with Wesley road. Officers will liaise with TfL on whether further speed cameras are necessary following implementation of the planned safety improvements.

- 6.5 *Beware sign on the pavements don't let this be the last thing you read / see ... or similar...*

As the highway authority we are bound by regulations about what can and can't be introduced on the highway. There are regulations about signage that is permitted and there are no standard signs within the regulations that convey this message. Temporary road safety messages are sometimes used as part of road safety campaigns and officers will consider whether any improvements to pedestrian signage is necessary when monitoring accidents statistics and reviewing the effectiveness of proposed safety measures.

- 6.6 *'Loading only and control of parking at the Hub — it is in fact a pavement/foot path'*
'Control of traffic on The Avenue and widening of the footpaths'

The Avenue and road outside The Hub are not dedicated as adopted public highway, and as such the Highway Authority are not responsible for undertaking such improvement works. However, as part of the development works measures will be undertaken to improve these routes including improvements to the footways and the provision of a speed table at the junction of Hillside with the Avenue.

The Avenue (from Hillside to Fawood Park) is anticipated to be adopted towards the completion of the site 10 Stonebridge Hat Development at which time the site can be monitored and further works considered, if required.

- 6.7 In view of the above it is felt that works being proposed as part of the ongoing development will improve road safety in this area. Therefore it is felt that it would not be appropriate to consider further measures until the works are complete, at which time the situation can be reviewed to assess if additional measures are required.

7.0 Financial Implications

- 7.1 All proposed work is being funded by the developer or as part of the Transport for London funded Local Implementation Plan allocation of £130,000.

- 7.2 There are no financial implications on the Councils revenue budget arising from this report.

8.0 Legal Implications

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

- 8.2 Amendments to waiting and loading restrictions will require a Traffic management order (TMO) under the Road Traffic Regulation Act 1984.

9.0 Diversity Implications

- 9.1 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.
- 9.2 An Equality Assessment has been carried out after the consultation with all affected residents/businesses for the local safety scheme and this assessment has been included in the Delegated Authority report approved by the Head of Transportation.
- 8.2 There are no diversity implications arising from this report and its recommendations at this time.

Appendices

Appendix 1 - Brentfield / Hillside Local Safety Scheme Plans.

Background Papers

Petition

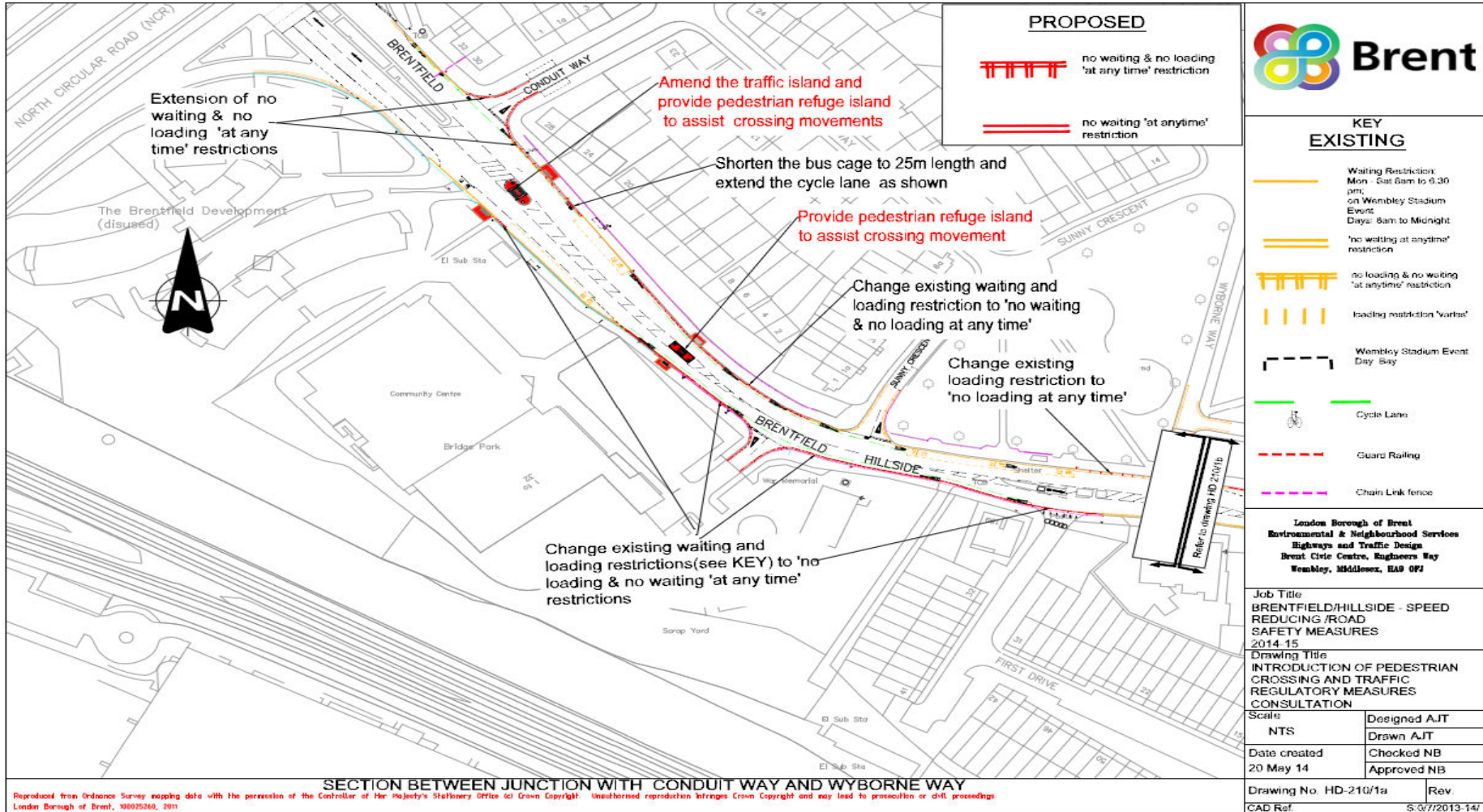
Delegated Authority Report – Hillside Brentfield Road Safety Scheme

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Appendix 1 - Brentfield / Hillside Local Safety Scheme Plans



Appendix 1 (Continued) - Brentfield / Hillside Local Safety Scheme Plans

