



Highways Committee

Wednesday 24 January 2018 at 6.00 pm

Board Room 2 - Brent Civic Centre, Engineers Way,
Wembley HA9 0FJ

Membership:

Members

Councillors:

Southwood (Chair)

Tatler (Vice-Chair)

Farah

Hirani

M Patel

For further information contact: Bryony Gibbs, Governance Officer
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The press and public are welcome to attend this meeting

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also a Prejudicial Interest (i.e. it affects a financial position or relates to determining of any approval, consent, licence, permission, or registration) then (unless an exception at 14(2) of the Members Code applies), after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences** - Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

- (a) Anybody of which you are a member or in a position of general control or management, and:

- To which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party of trade union).

- (b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the electoral ward affected by the decision, the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who employs or has appointed any of these or in whom they have a beneficial interest in a class of securities exceeding the nominal value of £25,000, or any firm in which they are a partner, or any company of which they are a director
- any body of a type described in (a) above

Agenda

Introductions, if appropriate.

Item	Page
1 Apologies for Absence and Clarification of Alternate Members	
For members of the Committee to note any apologies for absence.	
2 Declarations of Interest	
Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.	
3 Minutes of the Previous Meeting	1 - 6
To approve, as a correct record, the attached minutes of the previous meeting held on 16 October 2017.	
4 Matters Arising	
To consider any matters arising from the minutes of the previous meeting.	
5 Deputations (If any)	
To hear any deputations received from members of the public in accordance with Standing Order 69.	
6 Petitions (if any)	
For the Committee to debate any relevant petition from a member of the public, in accordance with Standing Order 68.	
7 On- Street Parking Management Review - 2017/18 Programme	7 - 34
This report provides an update on the On-Street Parking Management Review programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs, in response to petitions received from the community. It provides details of an analysis of the public consultation recently undertaken to gauge the community's support for proposed changes as outlined in our Parking Management Review programme. The	

report also informs members of the programme status for the approved Parking Management Review programme.

Ward Affected: All Wards

Contact Officer: Sandor Fazekas,
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8 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting. Any decisions taken urgently under this heading must comply with the rules of Standing Order 16 (a) of the Council's Constitution.

9 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 26 March 2018.



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

- The meeting room is accessible by lift and seats will be available for members of the public on a first come first served basis.



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Held on Monday 16 October 2017 at 6.00 pm

PRESENT: Councillor Tatler (Vice-Chair, in the Chair) and Councillors Butt, Farah, Hirani and M Patel

Also Present: Councillors McLennan, Colwill, Maurice, Perrin, Agha and S Choudhary

1. **Apologies for Absence and Clarification of Substitutes**

An apology for absence was received from Councillor Southwood (Chair), with Councillor Butt present as substitute. Councillor Tatler, as Vice-Chair of the Committee, acted as Chair for the meeting.

2. **Declarations of Interests**

Councillor Tatler declared a personal interest in respect of agenda item number seven, The Mall Petition, in that she was a resident of Kenton ward which the Mall road ran parallel to.

3. **Minutes of the Previous Meeting**

It was **RESOLVED** that the minutes of the previous meeting held on 27 June 2017 be approved as an accurate record of the meeting.

4. **Matters Arising**

There were no matters arising from the minutes.

5. **Deputations**

The Chair noted that a formal deputation from Mr Dennis Humphreys (lead petitioner for the Reeves Avenue Petition) in respect of Agenda Item No.6, Reeves Avenue Petition. In accordance with the wording of Standing Order 66 (e)(i) the Chair outlined the Mr Humphreys would be entitled to speak in his role as lead petitioner on the item in question.

6. **Reeves Avenue Petition**

The Chair invited Mr Humphreys to speak on the content of his petition. Mr Humphreys began by explaining where Reeves Avenue was located within the borough and outlined that there were a number of community services such as a doctor's surgery, dentist, pharmacy and post office in close proximity to the road. He also mentioned that it was the main thoroughfare for the 302 and 83 bus services, and was also used as access for Hendon Town Football Club nearby.

My Humphryes asserted that since Brent Council had renovated the pavement with asphalt, it had become unsightly and dangerous. He also said that a number of similar roads in the area, such as Mallard Way, had been fully resurfaced and had had significant pavement repairs from the Council. He said that the residents of the road wanted an equal level of refurbishment with neighbouring roads and called on the Committee to agree a solution which achieved this.

Jonathan Westell (the Council's Highway Contracts and Delivery Manager) responded and noted the complaints from the 54 residents who had signed the petition which were based on uneven and broken pavements, plus cracks and potholes in the road. He outlined that the most recent highway condition surveys for Reeves Avenue had shown that 75% of the road surface was deemed to be in 'good' or 'fair' condition, and that 95% of the pavements were in 'fair' condition, with the remaining 5% in 'good' condition. He explained that the survey data meant that neither the road nor pavements on Reeves Avenue would currently be candidates for complete resurfacing. However, he did acknowledge that the patches on the pavements were unsightly and that the road surface next to the kerb had been damaged from the prevalence of two wheel parking on the road. He also noted that there were a number defects on the road surface, despite the vast majority being in good or fair condition, and outlined that the report recommended that officers repair the defects using existing revenue maintenance budgets.

Members questioned if each house on the road had a driveway and also how many times officers had been to inspect the road. Mr Humphryes confirmed that each house had a driveway but that there remained problems with parking on the road. Jonathan Westell also confirmed that officers had visited the road on two occasions recently. In the ensuing discussion a member of the Committee commented that the Council was presently in a difficult financial situation and therefore had to prioritise repairs to roads and pavements in a 'bad' condition. It was also mentioned that using asphalt on pavements allowed for an approximate 15-20% saving compared to paving slabs, which enabled the Council to repair more pavements across the borough.

Tony Kennedy (the Council's Head of Highways and Infrastructure) offered to meet Mr Humphryes on Reeves Avenue to explain the aspects of the road and pavement that the Council would seek to repair. He re-iterated that the condition surveys had indicated that both the road and pavement were structurally sound and therefore not a priority for a complete resurface.

RESOLVED that:

- (i) The petition regarding the condition of the pavements and road surface of Reeves Avenue (NW9), be noted;
- (ii) Any areas deemed defective by officers on both road and pavements be repaired, using existing revenue maintenance budgets. The Committee noted that whilst the proposal was not a complete resurface of road and pavement, it would repair and present significant defects; and
- (iii) Tony Kennedy (the Council's Head of Highways and Infrastructure) would meet with the lead petitioner on the road in question to offer further

explanation in person on the defects and outline the aspects that Council would prioritise for repair.

7. The Mall Petition

The Chair noted that Councillor Colwill (Leader of the Conservative Group; Kenton Ward) had requested to speak on the agenda item and invited him to do so at this stage. Councillor Colwill explained that he had assisted with the compilation of the petition and that residents were angry about the state of the road. He stated that an engineer from the Council had proposed a ground penetrating x-ray of the road to assess the damage caused by flooding but this had not happened. He emphasised that resident's houses shook due to the traffic and that there had been no attempt to stop buses or Lorries from driving on the Mall. He also referenced the pavements on the road which remained a cause for concern because of the number of elderly residents who lived on The Mall.

Jonathan Westell responded and outlined that a Ground Penetrating Radar Survey had taken place in February 2017 on one particular section of the road where a crack had appeared. He specified that this section of the road had been cordoned off to allow repair work to take place. Mr Westell went on to inform Members about the cause for the vibration issues on the road (including noise vibrations and traffic hitting defects on the road surface) but highlighted that 85% of the Mall was in a 'good' condition. As such, he said that the Mall would not be a candidate for a complete resurfacing and, due to the Mall's length, a complete resurface would be an extremely expensive outlay for the Council. He stated that the Highways team recognised that there were sections which required repair, and that the report proposed a medium term affordable solution to address the structural defects in the road in order to alleviate some of these problems.

Members questioned how long the proposed medium term solution was expected to last, and whether the condition of the road would continue to be monitored accordingly. Jonathan Westell explained that the solution proposed should endure for three to five years and assist with the vibration problem for residents. Tony Kennedy added that the road would continue to be monitored and the solution could be extended if deemed to be working well over the next one to two years. Members agreed that the proposed solution was appropriate given the budget constraints that the Council continued to face.

RESOLVED that:

- (i) The petition which asked the Council to put an end to the Infrastructure problem on The Mall, Harrow (HA3 9TG) be noted;
- (ii) The long term nature of the drainage problem and the work being done with other agencies to solve the problem, be noted;
- (iii) The affordable solution proposed in the report to alleviate the vibration via the joints of the road being treated along the full length of The Mall and localised areas of reconstruction being carried out on the 15% of the road not deemed to be in 'good' condition, be approved. It was noted that the total approximate cost for this solution would be £80,000 and that the proposed

scheme would be put forward for approval at Cabinet as part of the Highways Capital Maintenance Programme for 2018/19;

- (iv) Traffic speed surveys along The Mall to ascertain whether average speeds were consistent with the speed limit, be authorised. It was noted that should a speeding issue be identified, appropriate low cost remedial measures such as additional warning signs of SLOW carriageway markings, would be considered in the shorter term, and that these measures would be undertaken within existing budgets; and
- (v) Jonathan Westell (the Council's Highway Contracts and Delivery Manager) would provide Councillor Colwill with details of the Ground Penetrating Radar Survey which had been completed on one section of The Mall, and provide information on the action that the Highways department took in response to the survey's findings.

8. Response to Petition - Upgrading of Pavements and Grass Verges In Sudbury Using Available CIL Funding

Nkechi Okeke-Aru (the Council's Principal Development Funds Officer) introduced the item and gave a brief overview of Community Infrastructure Levy (CIL) funding, and the process for its allocation. She outlined that the submitted petition had requested funding for Highways related matters, but CIL funding was ultimately not something that the Highways Committee itself could agree to allocate. She explained that the Strategic CIL funding would be approved by Cabinet in February 2018 as part of the Council's budget setting process, and that residents could apply for Neighbourhood CIL funds via the Council's website before 1 December 2017. The Committee heard that the petition could be used as evidence to support the application.

RESOLVED that:

- (i) The petition and contents of the Officer report be noted; and
- (ii) The lead petitioner would be reminded that they could apply for Neighbourhood CIL funds by 1 December 2017 or informed that they could request to speak on the identification and agreement of strategic infrastructure priorities as part of the budget setting process in February 2018.

9. Any Other Urgent Business

The Committee noted that a petition entitled: '*Petition against the installation of a Disabled Parking Bay outside 98 Norval Road*' had been received from the three ward Members for Northwick Park (Councillors Perrin, J Mitchell-Murray and McLennan) on Saturday 14 October 2017.

The Chair specified that the petition had been received too late for consideration at the present meeting, but that it would be submitted to the Council's Forward Plan and that a report from Officers in response to the petition would be presented at the next Committee meeting in January 2018.

10. **Date of Next Meeting**

The meeting was declared closed at 6.30 pm

COUNCILLOR SHAMA TATLER
Vice-Chair, in the Chair

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Highways Committee 24 January 2018

Report from the Strategic Director of Regeneration and Environment

On- Street Parking Management Review - 2017/18 Programme

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	Appendix A - Parking Management Review Programme 2017/18 Appendix B - Consultation Letters and Plans for the schemes outlined in the approved programme Appendix C - Petition responses to the informal public consultation for Parkside / Campbell Gordon Way Area
Background Papers:	None
Contact Officer(s): (Name, Title, Contact Details)	Tony Kennedy, Head of Highways and Infrastructure, 020 8937 5600 Sandor Fazekas, Project Development Service Manager, Highways and Infrastructure, 020 8937 5600

1.0 Purpose of the Report

- 1.1 This report provides Highways Committee with an update on the On-Street Parking Management Review programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs, in response to petitions received from the community.
- 1.2 It provides details of an analysis of the public consultation recently undertaken to gauge the community's support for proposed changes as outlined in our Parking Management Review programme.
- 1.3 The report also informs members of the programme status for the approved Parking Management Review programme.

2.0 Recommendation

- 2.1 That Highways Committee notes the responses to the public consultations undertaken in the borough between 28th November 2017 and 12th December 2017.
- 2.2 That Highways Committee agrees to proceed with the recommendations as set out in paragraphs 3.9 to 3.17 of this report, and to progress schemes that have majority support to statutory consultation stage for implementation of Traffic Management Orders.
- 2.3 That Highways Committee authorises the Head of Highways and Infrastructure, in consultation with the Lead Member for Environment, to consider any objections or representations arising from the statutory consultation process for making Traffic Management Orders in relation to the proposed schemes at Alpine House, Robson Avenue, Ealing Road and Controlled Parking Zones KG and GM, and implement proposed changes if there are no substantial objections, or otherwise refer objections or representations to the Highway Committee for further consideration.
- 2.4 That Highways Committee notes the current status and further work necessary to deliver the approved Parking Management Review programme.
- 2.5 That Highways Committee notes that a report on the current and anticipated future levels of demand for new CPZs, changes to existing CPZs and waiting and loading restrictions will be considered by Cabinet at the meeting on 12th February 2018.

3.0 Detail

- 3.1 In recognition of an increase in public demand for parking management changes in the borough, Cabinet approved the report titled “On-Street Parking Management Review” at its meeting on 24th July 2017. This report provided details of an analysis of feedback from the public to identify levels of demand for changes and also a desktop analysis to identify areas, where there may be on-street parking pressures. It provided information on how areas where we receive numerous requests for changes, would be prioritised with the aim of introducing on-street parking controls that will benefit residents and businesses alike.
- 3.2 Cabinet approved a programme for changes to on-street parking arrangements in prioritised areas, subject to public consultation and further approval by Highways Committee. **Appendix A** provides details of the approved 2017/18 On-Street Parking Management Review Programme.
- 3.3 Parking stress surveys were carried out between 2nd October 2017 and 12th October 2017. These consisted of inspections of the existing parking measures and saturation of the on-street parking facilities in video a survey.
- 3.4 This information was considered alongside the petitioner’s requests from the table of petitions received, as approved at the meeting on 24th July 2017, to identify the optimum changes that could be made to the existing measures and extents of any new measures, for the purpose of consultation with the public.

- 3.5 The proposals went to public consultation for consideration between 28th November 2017 and 12th December 2017, giving communities two weeks to respond with their comments to the Council, at this stage. These comments were then analysed and compiled to influence the next stage of the design and statutory consultation for proposals. The consultation letters and plans are in **Appendix B** to this report.
- 3.6 The percentage of support shown by residents and businesses in the consulted streets, for the relevant CPZ changes, have been considered in both their answers to our posed questions and the trend of their comments. Equality questionnaires also accompanied each letter of consultation to gauge the balance of the responses against the community demographics.
- 3.7 This report will detail the progress on the approved 2017/18 On-Street Parking Management Review Programme and provide the Committee with an update on the development of the programme, expenditure in relation to budgets, and the outcome the public consultation process. It furthermore, seeks approval to proceed with publication and consultation for the making of the Traffic Management Orders, necessary for the implementation of changes, in line with the recommendations as set out in paragraphs 2.2, 3.9 and 3.12 to 3.15 of this report.

Analysis

- 3.8 An analysis of consultation responses received between 28th November 2017 and 12th December 2017 has been taken from the individual consultation reports and is summarised below;

New CPZ schemes	Headline Consultation Results		Headline Consultation Summary
Alpine House	In favour of extending CPZ zone QA, to include Alpine Road, Westmoreland Road and Cumberland Road?		Some comments were concerned with the turning movements of delivery vehicles and the use of the highway to park commercial vehicles. The wider catchment area of this larger CPZ would favour residents and provide commercial options for customers. The response rate was 13%
	74% For	20% Against	
	In favour of introducing P&D bays on the eastern arm of Westmoreland Road Mon-Sat 10am-3pm Max stay 2 hours		
	59% For	37% Against	
North End Road	Programme has slipped on this consultation as officers are determining the extent of the proposed CPZ and the level of Developer funded subsidy that can be offered to residents. This scheme has therefore been deferred until the New Year and the results of the consultation will be reported back to Highways Committee on 26 th March 2018.		
Parkside/ Campbell Gordon Way	In favour of introducing a CPZ Mon-Fri 8am-6:30pm		The majority of responses were not in favour of introducing a CPZ or Pay & Display parking, as proposed in the roads consulted. Many residents called
	34% For	56% Against	

	In favour of introducing a CPZ Mon-Sat 8am-6:30pm		for limited waiting in the middle of the day to dissuade commuter parking. Response rate was high at 28% notwithstanding the petitions in response.
	29% For	64% Against	
	Dual use P&D Parkside	60% Against	
The only majority in favour was Campbell Gordon Way, such a localised CPZ would displace parking to the immediate area and be disproportionately resource intensive.			
Robson Avenue	Include with Zone GS Mon-Fri 8.30am-6:30pm		Consultation on including Robson Avenue in a neighbouring CPZ was brought forward by approximately 2 months. There is a clear desire to include this section of highway into the neighbouring CPZ, as well as incorporating the P&D bays into dual use. This response rate is high at 22%. The dual use element may impact hospital visitors disproportionately.
	68% For	32% Against	
	Convert the P&D bays to dual use		
	74% For	26% Against	
CPZ Review Schemes	Headline Consultation Results		Headline Consultation Summary
Zone KG	In favour of permanently extending the hours of zone KG , to include Carnival Weekend Saturday, Sunday and Bank Holiday Monday between 8.30am to 10.30pm?		Whilst some residents felt there was either no real problem over one weekend of the year, the majority of responses were in support. However, the response rate was low at 9%.
	79% For	21% Against	
Zone GM	This scheme will be consulted in late May 2018 and the forthcoming financial year, in line with the approved programme.		
Minor CPZ Changes	Headline Consultation Results		Headline Consultation Summary
Ealing Road - Bowrons Avenue & Clayton Avenue	Additional shared use CPZ/P&D bays on Bowrons Avenue & Clayton Avenue 8:30am – 6:30pm Mon-Sun?		There is a majority in favour of both proposals to add these few additional dual use bays to the CPZ, however the response rate of 8% is low.
	75% For	25% Against	
	Extend Max Stay to 4 hours?		
	75% For	25% Against	
Ealing Road - Main Route	Reduce the hours of P&D bays to 8:30am – 6:30pm Mon-Sun?		There is a clear majority in favour of both proposals to reduce the hours of the P&D bays along Ealing Road and extend their Max stay to 4hrs. Response rate was average at 17%
	89% For	11% Against	
	Extend Max Stay to 4 hours?		

	87% For	11% Against	
Wembley High Road	Additional shared use CPZ/P&D bays on Thurlow Gardens and Ranelagh Road 8:30am – 9:00pm Mon-Sat?		The majority of responses were not in favour of introducing further Pay & Display parking or changing the hours of operation, as proposed in the roads consulted. Response rate was low at 8%
	40% For	60% Against	
	Extend Max Stay to 4 hours?		
	50% For	50% Against	
Wembley Park Drive	Introducing new P&D bays on Wembley Park Drive, Mon-Sat 8.30am-9pm, Max stay 4 hrs.		The majority of responses were not in favour of introducing new Pay & Display parking, as proposed in the roads consulted, with a high response rate of 37%
	15% For	85% Against	

Parkside / Campbell Gordon Way consultation also attracted three petitions of objection, in response to the proposals. These were from the schools and church within the area. **Appendix C** provides a summary of the petitions received in response to the recent consultation.

Conclusions

- 3.9 Alpine House is considered to be a natural extension to CPZ zone QA and the hours of operation appear to suit the consulted properties, considering the medium response rate. It is recommended to proceed to formal statutory consultation on this scheme.
- 3.10 North End Road public consultation will proceed early in 2018, once the developer funding available for permit subsidies is confirmed.
- 3.11 Parkside / Campbell Gordon Way consultation attracted three petitions in response to the proposals. These were from the schools and church within the area. The only majority in favour was in Campbell Gordon Way. With the majority of comments requesting limited restrictions in the middle of the day, it is considered that we should reconsult at the informal stage to a wider area, up to the A5 boundary, to determine the appetite for a CPZ across this area Mon-Fri 10am-3pm. Officers will work with ward councillors in developing plans that will benefit the wider local community. The results of public consultation over a wider area will be reported to a future Highways Committee for a decision.
- 3.12 Robson Avenue is an obvious candidate for inclusion into CPZ GS and there is a clear majority of residents that support its inclusion along with a high response rate. The P&D bays should remain as they are to cater for hospital visitors. It is recommended to progress this scheme to statutory consultation.
- 3.13 CPZ KG had a low response rate but the majority of respondents supported the proposal to seal the Experimental Traffic Management Orders and make permanent trialled hours of operation for the Notting Hill Carnival weekend of Sat, Sun & Bank Holiday Monday 8.30am-10:30pm. It is recommended to proceed to statutory consultation.

- 3.14 Proposals for CPZ GM are being developed and it is recommended that public consultation progresses towards the end of May 2018, following the local elections.
- 3.15 Ealing Road has a majority in favour of both proposals, albeit with a medium to low response. It is recommended that the additional spaces and changes to P&D hours be progressed to formal statutory consultation, as Mon-Sun 8.30am-6:30pm with a 4 hour maximum stay.
- 3.16 Wembley High Road had a low response and a majority against the proposals. It is therefore not recommended to proceed to formal consultation. Officers will work with local businesses and residents to develop proposals that meet the needs of the community.
- 3.17 Wembley Park Drive responses were overwhelmingly against the introduction of Pay & Display parking. It is therefore recommended not to proceed with these proposals.

Future Demand

- 3.18 Funding for introducing CPZs may be available under S106 agreements in areas where on-street parking pressures are anticipated.
- 3.19 CPZs may be introduced either by developers or by the Council, either as specific parking schemes or in conjunction with other highway improvements to mitigate the effects of a development.
- 3.20 Regeneration areas where CPZs are likely to be introduced in the future include the Brent Cross Development, with some 200 retail restaurants and circa 6,700 new homes planned for the area. It is anticipated that circa £180,000 will be made available through developer funds, via Barnet, for an area-wide CPZ in the Dollis Hill ward. The new CPZ is likely to be progressed to planning, preliminary design and potentially public consultation stage in 2018/19 and 2019/20 as development in the area displaces parking. It is also anticipated that a new CPZ will be required in the Alperton area within the next few years to mitigate the effects of the Northfields development.
- 3.21 Where CPZs are introduced, this often results in parking displacement and increased demand for CPZs in adjacent areas.

4.0 Financial Implications

- 4.1 In the previous report to Cabinet (24th July 2017, titled "On-Street Parking Management Review ") the CPZ programme was estimated to cost £0.34m. This report now estimates the overall cost to be £0.29m, a reduction of £0.05m achieved by; reducing staff costs by using a consultant to work with existing staff instead of recruiting two new officers, reducing implementation costs by removing the Wembley Park Drive P&D scheme from the programme as stated in paragraph 4.17, offset by the additional cost of £0.03m to extend the Parkside scheme as stated in paragraph 4.11 which is wholly funded by confirmed developer contributions.

- 4.2 The table below sets out the programme's projected expenditure and source of funding.

	2017/18	2018/19	Total
<u>Expenditure</u>	£m	£m	£m
Project Team	0.04	0.01	0.05
Implementation Costs	0.11	0.13	0.24
Total Expenditure	0.15	0.14	0.29
<u>Funding</u>			
Section 106	0.09	0.06	0.14
Brent Council	0.06	0.08	0.26
Total Funding	0.15	0.14	0.29

- 4.3 Any income arising from permit sales and PCN's issued to motorists contravening the new restrictions will be used to support the Boroughs transportation and traffic management initiatives.

5.0 Legal Implications

- 5.1 The requirements for publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984 (as amended and hereafter referred to as "the 1984 Act"). On-street parking restrictions are created by orders made by a local traffic authority under the provisions sections 1 and 2 of the 1984 Act (orders prohibiting or restricting the waiting of vehicles or loading and unloading of vehicles); 32(1) (b) of the 1984 Act (parking for which no payment is required) and section 45 of the 1984 Act (parking bays for which payment is made by the motorist). Other related traffic restrictions may be made by traffic management orders made under other provisions of the 1984 Act. Controlled Parking Zones are defined in Regulation 4 of the Traffic Signs Regulations and General Directions 2002, which was made pursuant to the powers set out in the 1984 Act and the Road Traffic Act 1988.
- 5.2 Decisions regarding amending current CPZs and making new CPZs will be considered and made by the Highways Committee which has scope to make decisions including scheme approval for traffic management and related matters associated with the public highway. However, for strategic and high level highways and transportation matters involving expenditure over £500k, or matters which have a significant on income, strategies or policies in respect of highways and transportation, these matters will be considered by the Cabinet.

6.0 Equality Implications

- 6.1 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.
- 6.2 A broad spread of the community's demographic responded to the consultation indicating that no specific diversity implications are arising from this report and its recommendations at this time.

7.0 Consultation with Ward Members and Stakeholders

- 7.1 Cabinet approved the approach to the Council's On-street Parking Management Review on 15th November 2017.
- 7.2 A further report informed the Cabinet of the outcome of the review process and an initial programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs was approved on 24th July 2017.
- 7.3 Proposed changes are subject to a public consultation process with Ward Members and affected stakeholders. This consultation has been initiated with Members and stakeholders, including the immediately affected properties and properties around the perimeter to the affected area.
- 7.4 The outcome is presented to and considered by the Highways Committee who approve any proposed changes, subject to the outcome of statutory consultation and the placing of notices for Traffic Management Orders as set out under Road Traffic Regulation Act 1984.
- 7.5 The Head of Highways and Infrastructure, in consultation with the Lead Member for Environment, will consider any objections or representations arising from the statutory consultation process for making Traffic Management Orders, in line with the recommendations as set out in paragraphs 2.2, 3.9 and 3.12 to 3.15 of this report and implement proposed changes if there are no substantial objections, or otherwise refer objections or representations to the Highway Committee for further consideration.

8.0 Human Resources/Property Implications (if appropriate)

- 8.1 Not applicable.




Report sign off:

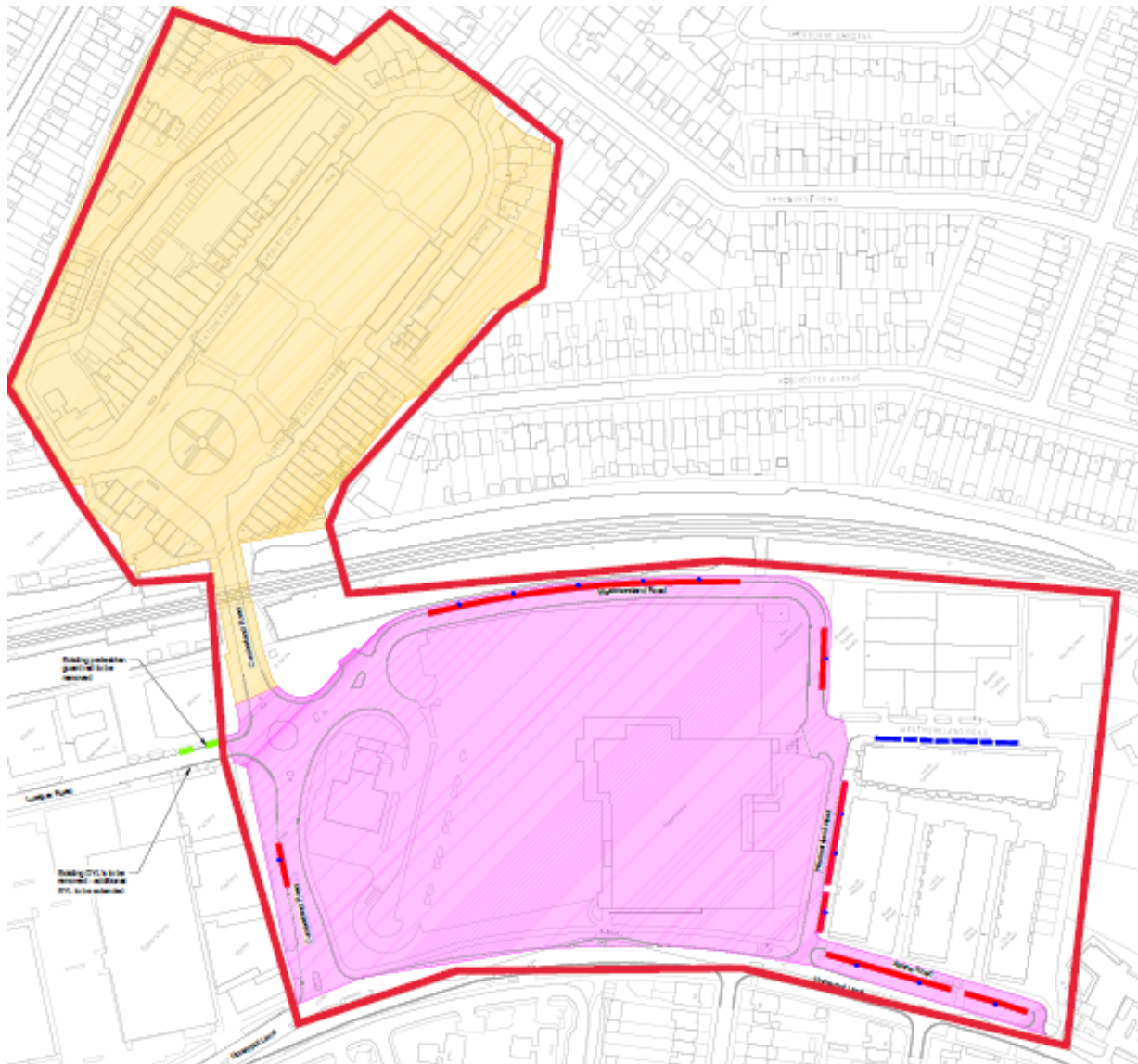
AMAR DAVE

Strategic Director of Regeneration and Environment

Appendix A - Parking Management Review Programme 2017/18

Priority		Implementation Cost (£)	Jul	Aug	Sep	Oct*	Nov	Dec	Jan*	Feb	Mar*	Apr	May	Jun*	Jul	Aug	Sep	Oct*	Nov	Dec	Jan*	Feb	Mar*	Apr		
NEW CPZ SCHEMES																										
1	Alpine House New CPZ	20k (S106 funded)																								
2	New CPZ on North End Road and surrounding streets	65k (S106 funded)																								
3	New CPZ on Parkside and Campbell Gordon Way	30k																								
4	New CPZ on Robson Avenue	10k																								
CPZ REVIEW SCHEMES																										
1	Review operation times and days of Zone KG	25k																								
2	Review operation times and days of zone GM	40k																								
MINOR CPZ CHANGES																										
1	Convert some resident bays to shared and/or P&D bays on Ealing Road (zone E) and adjacent streets and reduce operation times to 6:30pm	10k																								
2	Review zone C (part) in order to consider: - the provision of P&D bays on High Road, Wembley (between 584 - 604) - dual use resident and P&D parking on Thurlow Gardens and Ranelagh Road	5k																								
3	Wembley Park Traders - Provide P&D bays and parking bays in area	20k																								
<div>Design of Proposed Changes</div> <div>Consultation and Decision (Highways Committee)</div> <div>Analysis and approval</div> <div>Traffic Orders / Implementation</div>			Implementation Cost 2017-18 FY: £105 (£45k S106)												Implementation Cost 2018-19 FY: £120k (£40k S106)											

TG24		12 Nov 2017	
 Brent		Proposed CPZ Zone and parking restrictions – Alpine House and surrounding area - CPZ ZONE QA	
<div style="border: 1px solid black; height: 60px; width: 100%;"></div> <p>Owner/Occupier</p>		<p>Highways and Infrastructure Service London Borough of Brent, Civic Centre Engineers Way Wembley, Middlesex HA9 0FJ Email: Transportation@brent.gov.uk www.brent.gov.uk</p>	
<p>Dear Resident/Occupier,</p> <p>The Council is aware of an increased demand for new Controlled Parking Zones (CPZs) in the borough, as well as requests for changes to existing CPZs and parking controls. In recognition of this, the Council is developing a programme for introducing new CPZs, reviewing existing CPZs, and introducing parking and loading restrictions where needed. The CPZ is intended to give permit holders priority use of on street parking spaces during the scheme's operational hours. However, it does not guarantee a reserved parking space.</p> <p>In deciding the hours of operation of a CPZ, officers consider the results of parking occupancy surveys and the preference of local residents expressed through their representations. To that end, we are proposing an extension to the existing CPZ zone QA, as shown in the attached plan, to manage the parking along the public section of Alpine Road, the existing laybys of Westmoreland Road and the west side of Cumberland Road for permit holders only between the hours of Monday to Saturday between 10.00am – 3:00pm. The bay along Westmoreland Road are proposed to be dual use CPZ and Pay and Display bays.</p> <p>The Council like to know your views regarding the proposed CPZ restrictions and ask;</p>			
<div style="border: 1px solid black; padding: 5px;"><p>Are you in favour of extending the CPZ zone QA with operating times of 10am – 3pm Monday to Saturday, to include Alpine Road, Westmoreland Road and Cumberland Road?</p><p>Yes <input type="checkbox"/> No <input type="checkbox"/></p></div>		<div style="border: 1px solid black; padding: 5px;"><p>Are you in favour of introducing Pay & Display bays on the eastern arm of Westmoreland Road with operating times of 10am – 3pm Monday to Saturday, Max stay 2 hours, no return in 2 hours</p><p>Yes <input type="checkbox"/> No <input type="checkbox"/></p></div>	
<p>Please note, there are no other changes proposed at this time, and the existing restrictions will remain in place.</p>			
<p>Comments</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>			
<p>Please complete this questionnaire by ticking your preferred response and return it in the FREEPOST envelope enclosed, to reach us by Tuesday 12 December. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.</p> <p>Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.</p> <p>Yours sincerely,</p>			
<p>Sandor Fazekas, Project Development Service Manager Highways and Infrastructure</p>		<div style="display: flex; justify-content: space-around; align-items: center;"></div> <p style="font-size: 0.8em; margin-top: 5px;">INVESTORS IN PEOPLE POSITIVE ABOUT DISABLED PEOPLE</p>	





**Proposed CPZ Zone and parking restrictions –
Parkside/Cambell Gordon Way
CPZ ZONE GP**

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

The Council is aware of an increased demand for new Controlled Parking Zones (CPZs) in the borough, as well as requests for changes to existing CPZs and parking controls. In recognition of this, the Council is developing a programme for introducing new CPZs, reviewing existing CPZs, and introducing parking and loading restrictions where needed. The CPZ is intended to give permit holders priority use of on street parking spaces during the scheme's operational hours. However, it does not guarantee a reserved space.

In deciding the hours of operation of a CPZ, officers consider the results of parking occupancy surveys and the preference of local residents expressed through their representations. To that end, we are proposing to introduce a CPZ zone as shown in the attached plan to manage the parking along Parkside, Dollis Hill Lane, Park Close, Hill Close, St Andrew's Close, Lane Close, The Crescent, Colwyn Road, Campbell Gordon Way, Dollis Hill Avenue and Gladstone Park Gardens up until the junction with Colwyn Road, for permit holders only between the hours of Monday to Friday between 8.30am to 6.30pm. The Council would also like to introduce dual use CPZ and pay & display bays on Parkside alongside junction protection restrictions 'no waiting at any time' as per the attached plan.

The Council like to know your views regarding the proposed CPZ restrictions and ask;

Are you in favour of introducing a CPZ zone with operating times of 8:30am – 6:30pm Monday to Friday on the above roads?

Yes ☐ No ☐

Are you in favour of introducing a CPZ zone with operating times of 8:30am – 6:30pm Monday to Saturday on the above roads?

Yes ☐ No ☐

Within this zone, are you in favour of introducing dual use pay & display bays on Parkside?

Yes ☐ No ☐

Please note, there are no other changes proposed at this time, and any other existing restrictions will remain in place.

Comments

Please complete this questionnaire by ticking your preferred response and return it in the FREEPOST envelope enclosed, to reach us by Tuesday 12 December. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure





Proposed CPZ Zone and parking restrictions – Robson Avenue - CPZ ZONE GS

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

The Council is aware of an increased demand for new Controlled Parking Zones (CPZs) in the borough, as well as requests for changes to existing CPZs and parking controls. In recognition of this, the Council is developing a programme for introducing new CPZs, reviewing existing CPZs, and introducing parking and loading restrictions where needed. The CPZ is intended to give permit holders priority use of on street parking spaces during the scheme's operational hours. However, it does not guarantee a reserved space.

In deciding the hours of operation of a CPZ, officers consider the results of parking occupancy surveys and representation from residents during our review of on-street parking management. To that end, we are proposing an extension to the existing CPZ zone GS, as shown in the attached plan, to include Robson Avenue, for residents only between the hours of Monday to Friday between 8.30am to 6:30pm, incorporating the existing pay & display bays as dual use within those hours.

The Council like to know your views regarding the proposed CPZ restrictions and ask;

Are you in favour of extending the CPZ zone GS with operating times of 8.30am – 6:30pm Mon to Fri, to include Robson Avenue?

☐ Yes ☐ No

Are you in favour of incorporating the Pay & Display bays along Robson Avenue into the CPZ zone GS, as dual use bays?

☐ Yes ☐ No

Please note, there are no other changes proposed at this time, and the existing restrictions will remain in place.

Comments

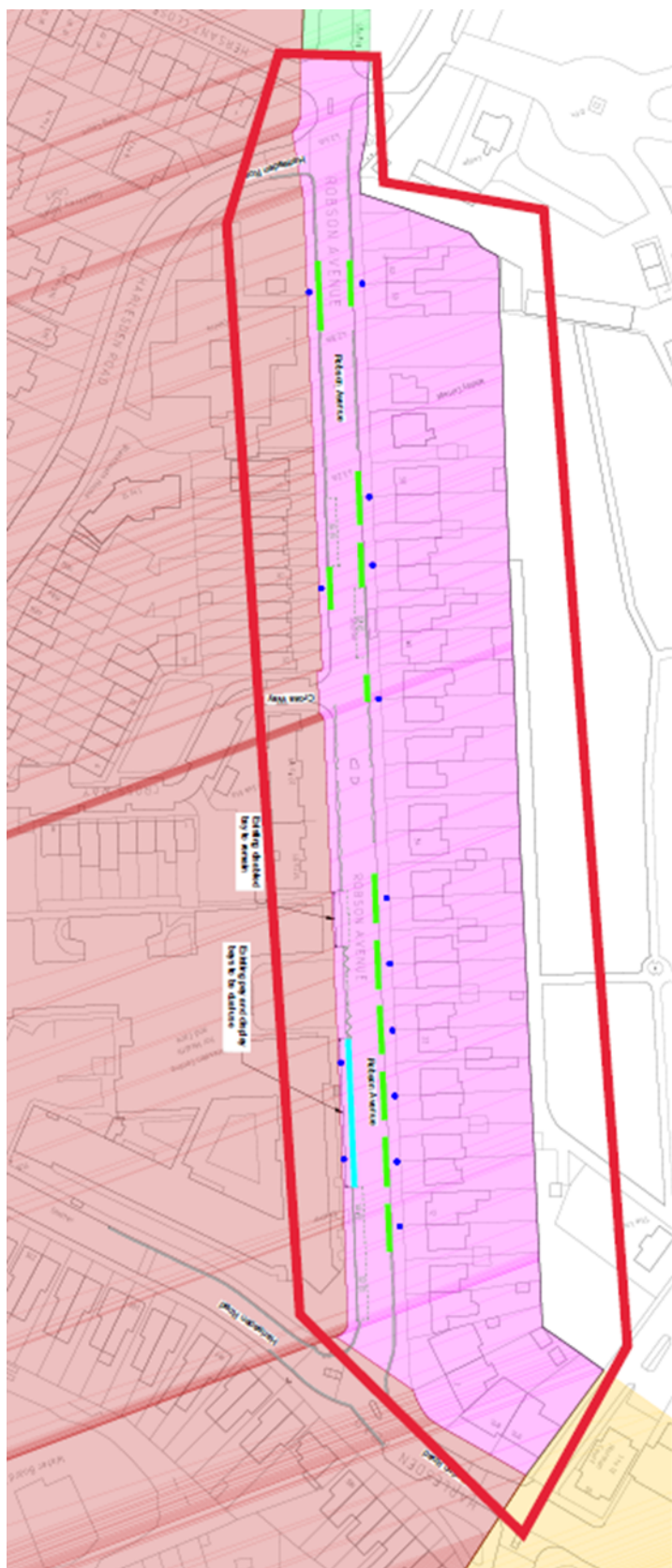
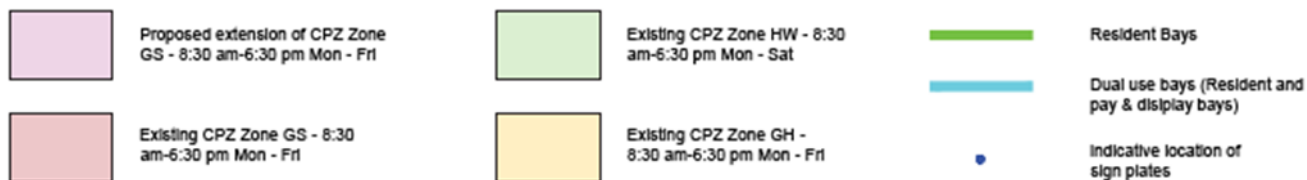
Please complete this questionnaire by ticking your preferred response and return it in the **FREEPOST** envelope enclosed, to reach us by **Tuesday 12 December**. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure







**Proposed extension of existing waiting & loading
restrictions during Notting Hill Carnival –
Kensal Green - CPZ ZONE KG**

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

As you are aware, the Notting Hill Carnival is an annual event which takes place at the end of August every year. The event attracts a large number of visitors, locally, from other London boroughs, and nationally and internationally. Some visitors choose to drive to the event adding pressure to parking in local streets, some of which are already congested. In recent years to address this issue, the Council has extended the waiting and loading restrictions on some main routes.

The CPZ operational hours for Zone KG has undergone an Experimental Traffic Regulation Order to trial a change in operation during the August Bank Holiday weekend with new restrictions from 8.30am to 10.30pm to include Saturday, Sunday and Bank Holiday Monday. This was to manage the additional parking pressures in the streets in KG zone over the Carnival weekend, as shown at the back of this letter. For the remainder of the year the restrictions remain unchanged from Monday to Friday between 8.30am to 6.30pm. This means parking in this zone is free for everyone outside of the operation of these restrictions.

The trial to reserve parking for local residents and their visitors over the August bank holiday has been considered a success and we are keen to hear from you if you agree or disagree, as an ongoing mitigation to the parking stresses observed during the Carnival weekend.

The Council like to know your views regarding the proposed August Bank holiday restrictions and ask;

Are you in favour of permanently extending the existing CPZ zone KG for Notting Hill Carnival weekend, to include Saturday, Sunday and Bank Holiday Monday between 8.30am to 10.30pm?

Please note, there are no other changes proposed at this time, and the existing operational hours; from Monday to Friday between 8.30am to 6.30pm, will remain in place.

☐ Yes ☐ No

Comments

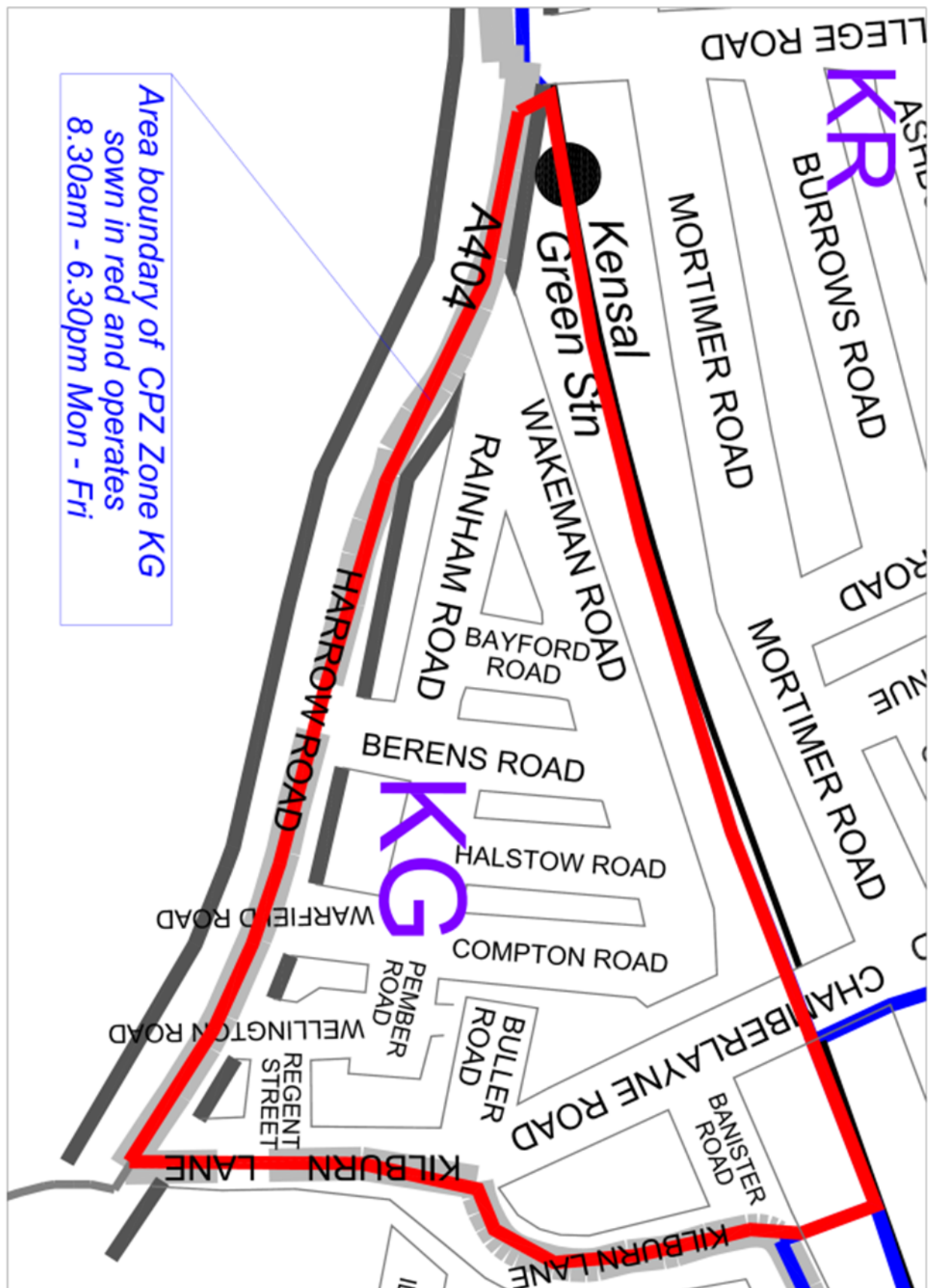
Please complete this questionnaire by ticking your preferred response and return it in the FREEPOST envelope enclosed, to reach us by **Tuesday 12 December**. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

**Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure**







Proposed Pay & Display Parking Restrictions – Ealing Road

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

The Council is aware of an increased demand for short stay on-street parking for those visiting the borough to work or shop and have undertaken a review of its existing pay and display facilities in areas of high trade and commerce. In recognition of requests to review the parking along Ealing Road, the council is proposing to introduce additional pay and display parking bays along some side roads on this route. These are designed to assist in the regular turnover of parking spaces in the area.

In deciding the hours of operation parking controls, officers consider the results of parking occupancy surveys and the preference of local residents expressed through their representations. To that end, we are proposing to introduce additional dual use CPZ/pay & display parking bays as shown in the attached plan on Bowrons Avenue & Clayton Avenue, as well as change the hours of operation for all shared use bays in in these roads to Monday to Sunday between 8.00am – 6.30pm. The Maximum Stay for these bays are proposed to be 4 hours, no return in 2 hours. No changes are proposed for permit holder only bays in E zone CPZ.

The Council like to know your views regarding the proposed parking controls and ask;

Are you in favour of the additional shared use CPZ and Pay & Display bays on Bowrons Avenue & Clayton Avenue with operating times of 8:00am – 6:30pm Monday to Sunday?

Yes ☐ No ☐

Are you in favour of extending maximum stay for Pay & Display from 2 hours to 4 hours?

Yes ☐ No ☐

Please note, there are no other changes proposed at this time, and the existing restrictions will remain in place.

Comments

Please complete this questionnaire by ticking your preferred response and return it in the FREEPOST envelope enclosed, to reach us by **Tuesday 12 December**. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure



Key:

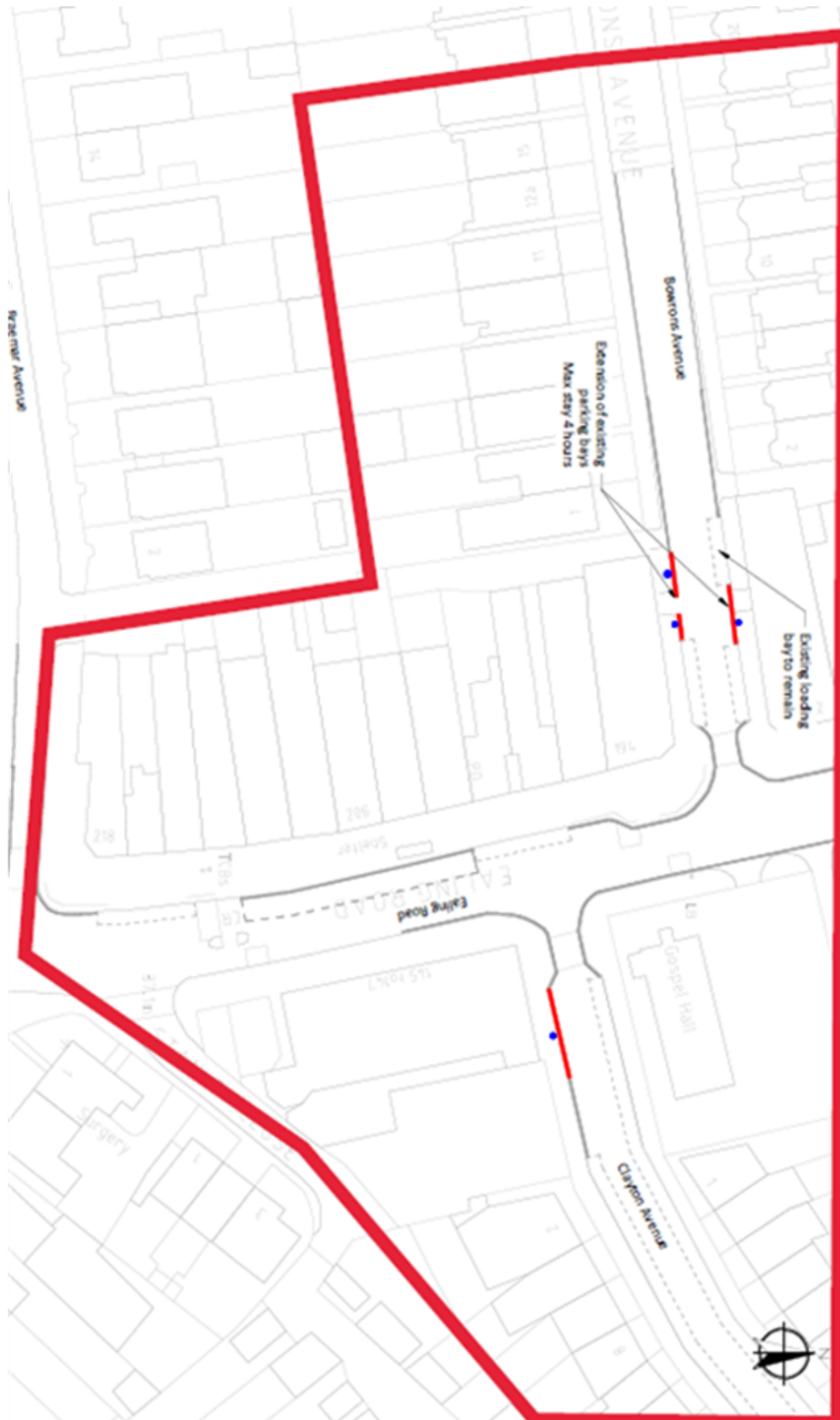


Indicative Location of sign plate



Proposed Pay & Display bays.

8.00a.m - 9.00p.m Monday - Saturday.





Proposed Changes to Pay & Display Parking Operational Hours – Ealing Road

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

The Council is aware of an increased demand for short stay on-street parking for those visiting the borough to work or shop and have undertaken a review of its existing pay and display facilities in areas of high trade and commerce. In recognition of requests to review parking along Ealing Road, the Council is proposing to change the operational hours of existing pay and display bays.

In proposing the hours of operation, officers consider the results of parking occupancy surveys and the preference of local residents and businesses expressed through their representations. Further to the proposals under consultation to provide additional pay and display / shared use parking on Bowrons Avenue and Clayton Avenue, the Council would also like to propose to reduce the hours of operation for Pay & Display bays along the Ealing Road to Mon – Sun, 8.00am to 6:30pm and extend the Maximum Stay to 4 hours no return in 2 hours. Details are provided on the back of this letter.

Permit holder only parking bays in Zone E CPZ will remain operational Mon-Sun, 8.00am – 9pm.

The Council like to know your views regarding the proposed parking controls and ask;

Are you in favour of reducing the hours of operation of the Pay & Display bays on Ealing Road to 8:00am – 6:30pm Monday to Sunday?

☐ Yes ☐ No

Are you in favour of extending maximum stay for Pay & Display from 2 hours to 4 hours?

☐ Yes ☐ No

Please note, there are no other changes proposed at this time, other existing restrictions will remain in place.

Comments

Please complete this questionnaire by ticking your preferred response and return it in the FREEPOST envelope enclosed, to reach us by Tuesday 12 December. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure





Key:

- Parking bays proposed hours
8.00a.m - 6.30p.m
- Maximum stay 4 hours



Proposed Pay & Display Parking Restrictions – Wembley High Road

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

The Council is aware of an increased demand for short stay on-street parking for those visiting the borough to work or shop and have undertaken a review of its on street parking management in area. In recognition of requests to review the parking along Wembley High Road, the council is proposing to introduce additional pay and display shared use parking bays along some side roads on this route. These are designed to assist in the regular turnover of parking spaces in the area.

In deciding the hours of operation parking controls, officers consider the results of parking occupancy surveys and the preference of local traders expressed through their representations and through public consultation. To that end, we are proposing to introduce dual CPZ/pay & display parking bays as shown in the attached plan to manage the parking on Thurlow Gardens and Ranelagh Road between the hours of Monday to Saturday between 8.30am to 9.00pm, no return in 2 hours. These will be both CPZ 'C' and Pay * Display bays.

The Council like to know your views regarding the proposed parking controls and ask;

Are you in favour of extending dual CPZ and Pay & Display bays on Thurlow Gardens and Ranelagh Road with operating times of 8:30am – 9:00pm Monday to Saturday?

☐ Yes ☐ No

Are you in favour of extending maximum stay for Pay & Display from 2 hours to 4 hours?

☐ Yes ☐ No

Please note, there are no other changes proposed at this time, and the existing restrictions will remain in place.

Comments

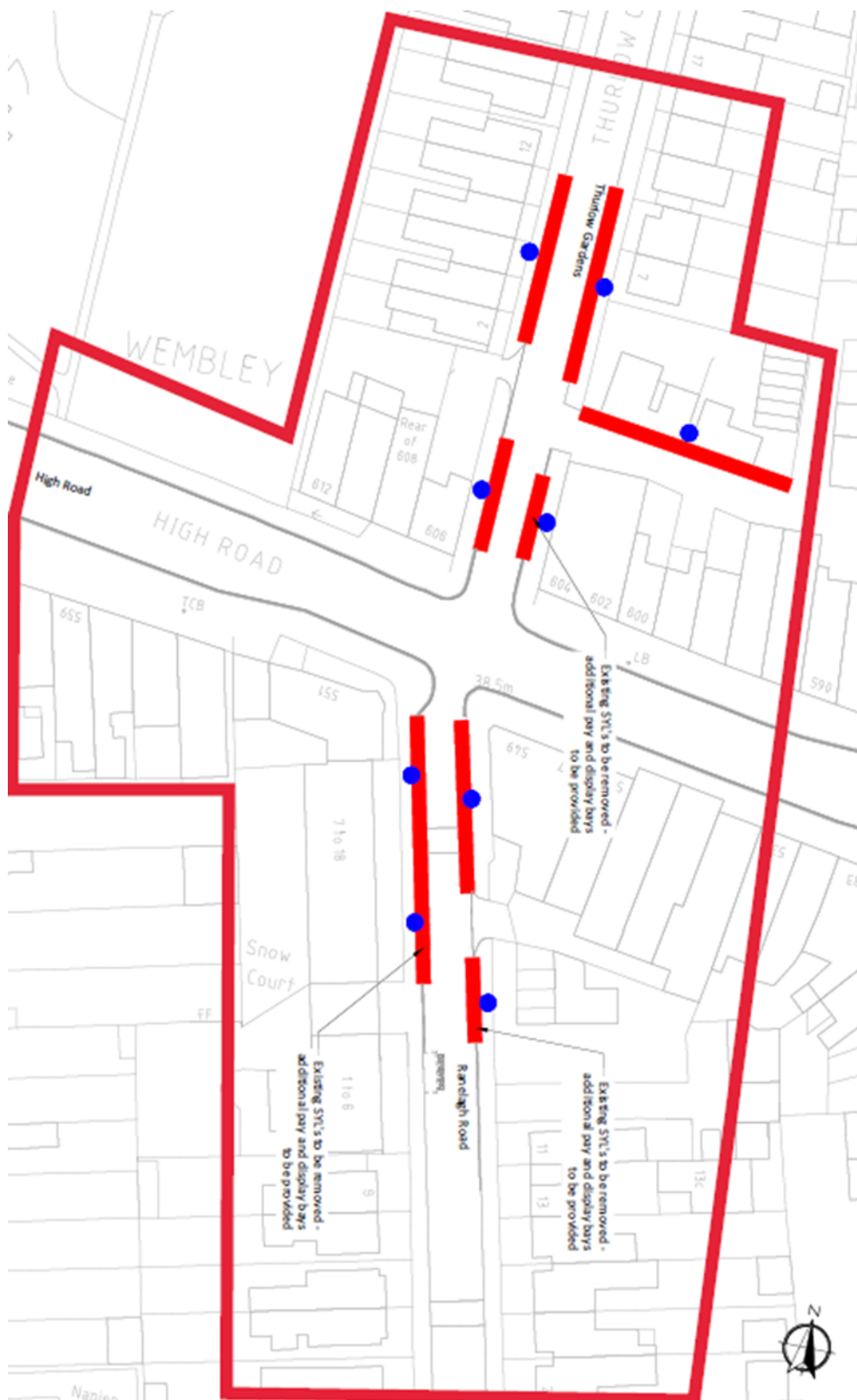
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Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure







Proposed Pay & Display Parking Restrictions – Wembley Park Drive

Owner/Occupier

Highways and Infrastructure Service
London Borough of Brent, Civic Centre
Engineers Way
Wembley, Middlesex
HA9 0FJ
Email: Transportation@brent.gov.uk
www.brent.gov.uk

Dear Resident/Occupier,

The Council is aware of an increased demand for short stay on-street parking for those visiting the borough to work or shop and have undertaken a review of its on street parking management in the borough. In recognition of requests to review and control the parking along Wembley Park Drive, the council is proposing to introduce additional pay and display shared use parking bays along some side roads on this route. These are designed to assist in the regular turnover of parking spaces in the area, providing visitors with more opportunity for short stay parking.

In deciding the hours of operation parking controls, officers consider the results of parking occupancy surveys and the preference of local traders expressed through their representations and through public consultation. To that end, we are proposing to introduce pay & display parking bays as shown in the attached plan to manage the parking along Wembley Park Drive, 8.30am – 9:00pm Monday – Saturday, Max stay 4 hours, no return in 2 hours.

The Council like to know your views regarding the proposed parking controls and ask;

Are you in favour of introducing parking controls on Wembley Park Drive,
8.30am – 9:00pm Monday – Saturday, Max stay 4 hours?

☐ Yes ☐ No

Please note, there are no other changes proposed at this time, and the existing restrictions will remain in place.

Comments

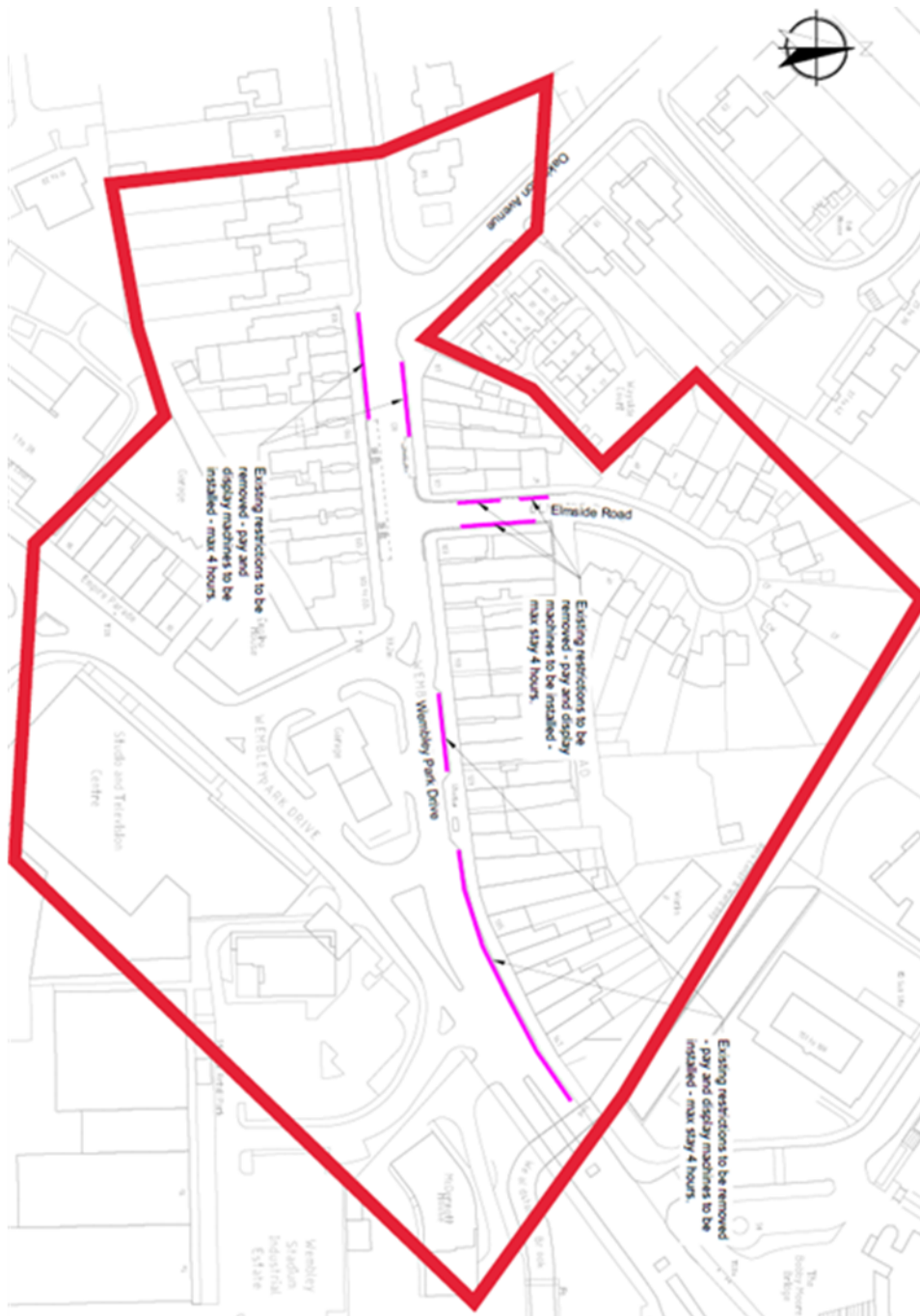
Please complete this questionnaire by ticking your preferred response and return it in the **FREEPOST** envelope enclosed, to reach us by **Tuesday 12 December**. Alternatively, post it to London Borough of Brent, Highways and Infrastructure, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Once all responses to this consultation process have been considered a decision on whether to implement the proposal will be made by the council and residents and businesses will be informed. Officers will review the effectiveness of the restrictions and consider whether any further changes are required in future.

Yours sincerely,

Sandor Fazekas, Project Development Service Manager
Highways and Infrastructure





Appendix C – Petition responses to the informal public consultation for Parkside / Campbell Gordon Way Area

Received	Petition Summary	CPZ	Approx Number of Signatures
December 2017	<p>The Catholic Church St Mary and St Andrew</p> <p>We object strongly to (all) the proposed CPZ and parking restrictions for the following roads; Parkside, Dollis Hill Lane, Park Close, Hill Close, St Andrews Close, Lane Close, The Crescent, Colwyn Road, Campbell Gordon Way, Dollis Hill Avenue and Gladstone Park Gardens.</p> <p>The accompanying letter raised concerns in relation to the breaking down of our community in regard to parishioners attending church events and the sick and housebound that are visited by church groups. The letter raised concerns about the effect on infant and junior schools celebrations at the church and the consultation area. It stated there are no problems with parking on the church side of Dollis Hill Lane.</p>	Parkside / Campbell Gordon Way Area	130
December 2017	<p>Our Lady of Grace Junior School</p> <p>We object strongly to (all) the proposed CPZ and parking restrictions for the following roads; Parkside, Dollis Hill Lane, Park Close, Hill Close, St Andrews Close, Lane Close, The Crescent, Colwyn Road, Campbell Gordon Way, Dollis Hill Avenue and Gladstone Park Gardens.</p> <p>The accompanying letter raised concerns in relation parents needing access to park and walk their children to school, and that this may result in double parking nearby and the potential safety risks. Also, that parking for staff is limited, that there is difficulty recruiting staff, and the potential negative effect. It raised concerns about the impact on parishioners of St Marys and St Andrews Church. It calls for proposals to be considered and offers to communicate to find a better approach.</p>	PARKSIDE/CAMBELL GORDON WAY	113
December 2017	<p>Residents of four closes, the Crescent and Dollis Hill Ave.</p> <p>We the below signed object strongly to the proposed introduction of CPZ and parking charges, yellow lines and footway controls in the following closes, Park Close, Hill Close, St Andrews Close, Lane Close, and the Crescent on the basis that there will be less spaces, yellow lines outside every drive, and more of us seeking to park elsewhere because our spaces will be restricted when there is no need. We do not have a parking problem, our closes are simply too small for strangers to park in them.</p>	PARKSIDE/CAMBELL GORDON WAY	59

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