



**Highways Committee**  
22 January 2015

**Report from the Head of Transportation**

For Action

Wards Affected:  
Dudden Hill

**Petition requesting the introduction of parking restrictions and safety measures in Chantry Crescent and Chapel Close.**

**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.*

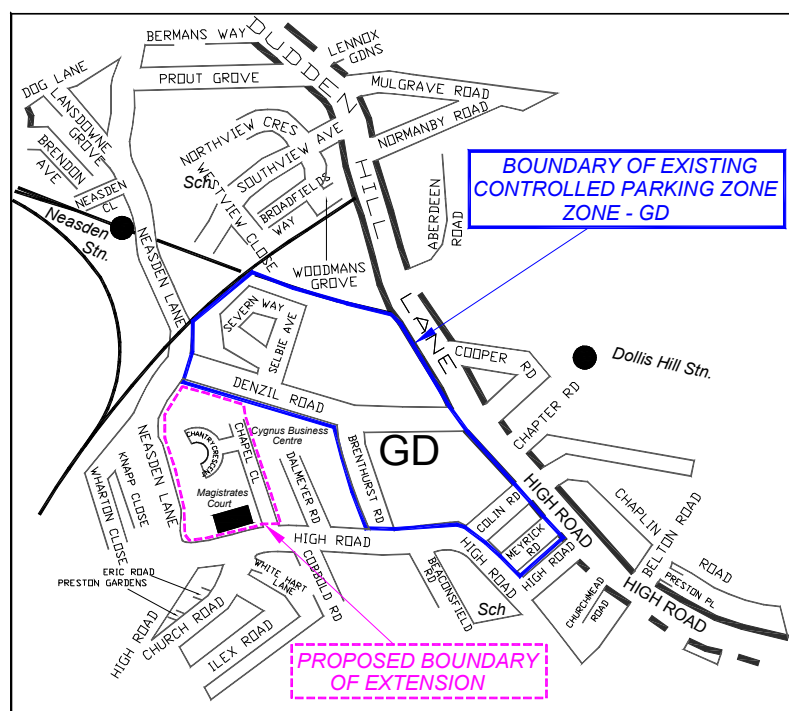
*We request you urgent attention in this matter and await your response.*

- 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**

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