



Highways Committee

Tuesday, 18 October 2011 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

J Moher (Chair)
Powney (Vice-Chair)
Beswick
Jones
Long

Alternates

Councillors:

Butt
Crane
John
R Moher
Arnold

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

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The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
1 Declarations of personal and prejudicial interests	
Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.	
2 Minutes of the previous meeting held on 27 July 2011	1 - 10
3 Matters arising (if any)	
4 Deputations (if any)	
5 Petitions	
(i) Petition seeking the provision of controlled crossing facilities in Harrow Road	
(ii) Petition from residents seeking a reduction in the operation times of Ivy Road, GM controlled parking zone.	
6 Response to petition -introduction of pedestrian crossing on Harrow Road	11 - 16

This report informs the Committee of a petition seeking the introduction of a new pedestrian crossing on Harrow Road south of Aldbury Avenue and outlines the results of a review of the situation. The petitioners are concerned about access to Islamic Cultural Centre for the elderly and disabled.

Ward Affected: Tokyngton

Contact Officer: Tim Jackson,
Transportation Unit

Tel: 020 8937 5151

tim.jackson@brent.gov.uk

7 Response to petition - reduction of operational times of GM CPZ - Ivy Road 17 - 20

The report addresses a petition received from residents of Ivy Road, Cricklewood NW2 6SU requesting the reduction of GM Controlled Parking Zone parking restriction operational times.

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

8 Meeting with Transport Commissioner for London 21 - 28

This report provides a summary of the discussions of the annual meeting that took place on 16 September between the Transport Commissioner for London, the Leader, Chief Executive, Lead Members and relevant officers of each London Council.

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

9 Proposed extension of HY CPZ 29 - 58

This report informs Committee of the results of the consultation recently carried out consultation on extending the existing HY Controlled Parking Zone (CPZ) into a number of streets within Harlesden ward. The report advises the Committee that the latest consultation exercise was a repeat of a consultation undertaken in 2010. An appendix to this report is attached.

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

10 Progress report 2011/12 Controlled Parking Zones (CPZ) programme 59 - 76

This report advises the Committee of progress on the 2011/12 CPZ work programme.

Ward Affected: All Wards

Contact Officer: Tim Jackson,
Transportation Unit

Tel: 020 8937 5151

tim.jackson@brent.gov.uk

11 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.

12 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for Tuesday 13 December 2011 at 7:00pm



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public.
 - Toilets are available on the second floor.
 - Catering facilities can be found on the first floor near The Paul Daisley Hall.
 - A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE

Wednesday, 27 July 2011 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick, Jones and Long

Also present: Councillors Brown, Butt, Cheese, S Choudhary, Harrison, Hossain and HB Patel

1. **Petitions**

The petition received from residents and businesses of the Fleetway Business Centre requested the following;

“Many companies operating between Neasden and Staples Corner Roundabout have containers and long vehicles visiting due to its industrial environment. The traffic lights, allow safe manoeuvring of such vehicles, without posing a risk to traffic and maintaining road safety.

We request that the traffic lights are not disconnected for the benefit of both the public and surrounding businesses.”

The petition was presented by Ms Tina Cara representing local businesses in the centre. Ms Cara stated that the proposal by TfL to remove the traffic lights would make it difficult for the long vehicles to manoeuvre, resulting in poor visibility, traffic disruption and compromising road safety. She added that the argument by TfL that the signals no longer conformed with the regulations of the Department of transport and that the demand for their use was low were not shared by local residents and businesses within the Fleetway Business Centre. Ms Cara urged the committee to ask TfL not to decommission the traffic lights on the North Circular Road.

RESOLVED:

that the petition against the removal of traffic signals on the North Circular Road be noted.

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

None.

3. **Minutes of the previous meeting held on 23 March 2011**

RESOLVED:-

that the minutes of the previous meeting held on 23 March 2011 be approved as an accurate record of the meeting.

4. **Matters arising (if any)**

None.

5. **Deputations (if any)**

None.

6. **Response to petition against the removal of traffic signals on the North circular Road**

Members considered a report that informed them about a petition entitled “North Circular Road – Push Button Signal Removal” and outlined officer’s investigations into the matter. The report also described the dialogue between officers and Transport for London (TfL) which has the responsibility for the North Circular Road (NCR) including the operation of the traffic signals.

Tim Jackson, Head of Transportation in setting the background to the decision by TfL informed members that the A406 North Circular Road (NCR) was a red route and as such formed part of Transport for London’s Road Network (TLRN). TfL were the Highway Authority for the road and operated all traffic signals across London and whilst the Council could raise concerns about NCR, it could not take any direct action regarding it. He understood that TfL’s decision was in response to the Mayor of London’s Transport Strategy and direction to look at ways of smoothing traffic flow which would mean less stop-start traffic movement, more predictable journey times and fewer obstacles for pedestrians. The traffic signal in question was 1 of 145 signals identified across London for removal on the grounds that the demand for it was low and that it did not conform to the Department of Transport regulations. He reported that works to permanently remove the traffic signal had been suspended pending the outcome of this meeting and updated members on the results of officers’ observations following the petition and the dialogue with TfL on the decommissioning of the traffic lights.

Tim Jackson added that although TfL recognised the concerns expressed by the businesses it appeared they were unwilling to change their minds on the grounds that the traffic lights did not conform to the current regulations and standards of the Department of Transport, the frequency of demand and use of the traffic lights and that the push button signal was unsafe. In view of that he did not consider further involvement of officers’ time and resources would be desirable.

Whilst acknowledging that TfL were unlikely to change their minds, Councillor Long requested that safety audit into the proposal be carried out in the winter months when the days were shorter. In addition she requested that TfL be asked to indicate their plans for the North Circular Road/Brentfield Road junction where there could be opportunities to smooth traffic flows. The recommendations in the report were then agreed subject to the comments made by Councillor Long.

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted;

- (ii) that the course of action taken by officers in relation to the issue be noted;
- (iii) that having given consideration to the petition and the action taken by officers, the Head of Transportation be instructed to request TfL to undertake a safety audit in the winter months and to also request their future plans for the junction of NCR and Brentfield Road.

7. Response to petition against the proposed increase in residents parking charges

The petition received from Brent Liberal Democratic Group stated as follows;

“As a local resident I oppose the plans by the Labour Executive at Brent Council to increase residents Parking Permit charges by an excessive amount. CPZ’s exist to protect local residents and NOT make money out of us”.

The petition was presented by Councillor Lorber (Group Leader) who stated that that the Executive took a decision to introduce the changes subject to consultation and delegated the final decision to officers. The decision should have been called in for scrutiny and whilst being scrutinised, the decision could not be implemented. He continued that controlled parking schemes (CPZ) were introduced as a self funding schemes aimed at protecting local residents from unauthorised parking in their areas. However, it had now become money making schemes as the Council sought to increase the charges. Councillor Lorber concluded that the substantial increase in charges was not supported by local residents as it undermined democratic process.

The report from the Head of Transportation advised the Committee of a petition from residents from across the Borough which opposed proposals to introduce a vehicle emission-based scheme of charges. The report outlined the arrangements that were made for considering representations to the proposals and confirmed that the petition was properly considered before a decision was made. Tim Jackson, Head of Highways, informed the Committee that after due consideration of all representations received, the Director of Environment and Neighbourhoods implemented the decision of the Executive. He added that the director of Legal and Procurement did not consider the decision to be ultra vires.

In bringing the matter to a close, Councillor Powney, Vice-Chair pointed out that the decision which was made by the Executive in August 2010 was not called in for scrutiny.

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the response of officers, to the petition, as set out in the report be noted;
- (iii) that the main petitioner should be advised of the Committees’ consideration of this matter.

8. **Proposals to introduce pay and display parking controls in Preston Road & Bridge Road**

The Committee considered a report that outlined the representations received in relation to the consultation, including the statutory consultation in association with the Traffic Order process. The report also considered those representations in the context of the original proposals and recommended implementation of the proposals. In setting the background to the proposals, Tim Jackson, Head of Transportation stated that the report had its origins in a report in December 2010 on fees and charges considered by the Executive Committee that agreed the proposals to “review anomalies for charging for on-street parking spaces on Bridge Road (Wembley), Preston Road and on the Park Royal Industrial Estate”. He reminded the Committee that, at their meeting in March 2011 they delegated authority to the Head of Transportation to implement pay and display parking controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation. He advised that the report was being presented now because of the significant number of non-vexatious objections to the proposals for Bridge Road and Preston Road.

Tim Jackson drew members’ attention to the following pertinent issues:

- (i) They (free short term bays) represented an inconsistency since motorists parking in those bays did so free of charge whilst they would be charged at generally similar locations elsewhere (outside and within CPZs).
- (ii) The inconsistency could be argued as being contrary to the Council’s general policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys
- (iii) Enforcement was resource intensive coupled with generally a low level of compliance with the one hour maximum stay and hence their purpose is undermined.

To overcome the above issues, proposals introducing pay and display controls in both Preston Road and Bridge Road and side roads where free short term parking bays exist were developed. If introduced, motorists would have to pay to park in these bays from Monday to Saturday between 8am and 6.30pm in Preston Road and side roads and from Monday to Saturday between 9.30am and 4.30pm in Bridge Road and side road. He continued that the proposals had generated a number of objections and drew members’ attention to the representations and the analysis of responses as set out in the report.

Tim Jackson recommended the Committee to approve implementation of the proposals at both locations. He added that the responses to the consultation identified that an opportunity existed to encourage use of the Preston Road car park, in a way that would not be contrary to the Council’s wider strategy on sustainable use as well as address a number of concerns in relation to the vitality and viability of Preston Road as a local centre and that this was covered within the recommendations. He also recommended that officers work with representatives of the local community on measures to increase awareness and use of the car park and to explore opportunities to adopt a pilot charging regime in the car park that

could further support activity in Preston Road and could be considered for introduction in all town centre car parks.

Mr Bill Kemp, Chair of Preston Amenities protection Association (PAPA) stated that the proposal to introduce pay and display as set out in the report would have an adverse impact on local businesses and employment. He added that the present arrangement that allowed free 1 hour parking encouraged motorists to stop and shop, thus adding to the vitality of the area. He continued that if members were minded to agree to the proposals then any surplus of income over expenditure should be applied towards improving parking facilities.

Councillor HB Patel on behalf of Brent North Conservative Association in reference to the 3 reasons put forward to justify the introduction of pay and display in the Preston Road and Bridge Road areas stated that there were no inconsistencies in the current arrangement that worked perfectly in those areas. He added that the answer to the issue of resource requirement was the recruitment of traffic wardens. Councillor HB Patel continued that there was a clear and overwhelming rejection to the proposals by residents and businesses as the scheme was revenue driven and would cause parking displacement. He urged the Committee to reject the proposals.

Mr Robert Dunwell speaking on behalf of QARA submitted that the issues raised as a result of the consultation and the resulting petition which contained in excess of 2,700 signatures had not been fully addressed in the report. He urged the Committee to retain the existing arrangement and not to agree the proposal to introduce pay and display in the Preston Road and Bridge Road as the scheme would be detrimental to the regeneration of Brent.

Mr Stephen Dennison representing Wembley Park Traders' Association submitted that the proposal would adversely impact on traders and local residents. He added that there was no evidence to support the claims that the proposal would encourage sustainable transport and resource intensiveness for enforcement of the present arrangement. He continued that the proposal for pay and display failed to consider the impact on businesses in the areas and that its implementation should be considered only after a full consultation. In urging members to reject the proposal, Mr Dennison questioned the consultation process and added that the proposal would contravene the Government's Localism Bill and adversely affect the traders.

Mr Simon Gurevitz in objection to the proposal expressed a view that it would constitute indirect discrimination and adversely impact on the predominantly Jewish population in the Preston Road area whilst they attended the local synagogue and the Learning Tree Centre. He did not think that adequate consultation, full assessment of the diversity impact and the financial implications of the proposed pay and display had been undertaken. Mr Gurevitz did not accept the claim that the current arrangement was resource intensive and urged members to reject the proposed pay and display.

Mr Michael Maurice, a local resident expressed his concerns about the effect that the removal of the free parking bays on Preston Road would have on the local community. He added that within the current economic climate, the shopkeepers who provided good, friendly services were struggling to keep their businesses viable. He continued that as Preston Road was equidistant from two supermarkets

namely Asda (Wembley Park) and Sainsbury's (Kenton) both of which provided free parking, the proposed pay and display would drive customers away from the Preston Road area to the supermarkets with the resultant loss of local businesses, employment and revenue (business rates) to the Council.

Mr Maurice added that instead of standardising parking arrangements, the council should modify its policies to suit local needs and consider the Preston Road area as a secondary shopping parade that required locally suitable parking arrangements. He suggested to the Committee to consider schemes similar to those available in neighbouring boroughs which allowed free parking for either ½ hour or 1 hour pay and display, if they were parking for a longer period. For the above reasons, Mr Maurice urged members to re-consider the proposal for pay and display in the Preston Road area.

Mr Prakash Raja speaking in a similar vein added that the proposal would have an adverse impact on the local businesses which were already operating on tight margins. He expressed doubts on the financial implications of the proposal did not add up.

Councillor Shafique Choudhary, member for Barnhill ward stated that the retention of the present arrangement for free parking was essential to the viability of the local businesses. He added that the proposal would adversely impact on businesses in the Preston Road and Bridge Road areas. Councillor Choudhary urged members to reject the proposals.

Councillor Harrison, member for Preston ward expressed her concerns about the reasons put forward to support the proposed pay and display in the Preston Road and Bridge Road areas. She expressed doubts about measures to encourage motorists to use the car park in Preston Road. Councillor Harrison considered that the proposal would drive potential customers away from the Preston Road area to Asda (Wembley Park) and Sainsbury's (Kenton) both of which provided free parking to their customers, with serious consequences for the local shops.

Councillor Hossain, Preston ward echoed the sentiments expressed by Councillor Harrison, emphasising the serious adverse impact on the local shops.

During members' discussion Councillors Jones and Beswick asked the Head of Transportation to comment on the views expressed by the objectors to the proposal. Councillor Powney asked the officer to comment on the financial models and whether Preston Road was being treated differently from other shopping centres within the Borough.

In response, the Head of Transportation stated that the Council had a policy of charging uniform rates for parking in pay and display bays throughout the Borough regardless of whether the bays were inside or outside of CPZs. He continued that the consultation process that took place in June 2011 was consistent with the arrangements approved by the Highways Committee and drew members' attention to the responses received from residents and businesses. He advised members that an equality impact assessment had been made and set out in full in the report.

RESOLVED:-

- (i) that, having given proper consideration of the matters raised by way of objections and representations summarised in Section 6 and Appendices 2 and 3 and discussed in detail within the report, and in the context of the policy and other reasons set out in the report and the Equality Analysis, approval be given to the introduction of schemes of pay and display parking in Preston Road and Bridge Road (and adjacent side roads), as described in the report;
- (ii) that the proposal to undertake a review of the operation of the scheme(s) no later than 12 months after their implementation and present the outcomes of that review to the Committee upon completion of that review Committee be noted;
- (iii) that the Head of Transportation be instructed to give priority to working with the lead member, ward members, and others representing local residents and businesses, to (i) identifying and introducing measures to improve awareness and use of the Preston Road car park and (ii) to explore opportunities to pilot a charging regime in that car park that would further increase use of the car park and the vitality of businesses in Preston Road and could be considered for introduction in all town centre car parks.

9. Local Implementation Plan (LIP) 2011-14

Members received a report from the Head of Transportation which summarised the background and content of the LIP as amended following the consultation on the draft and sought Committee approval to submit the final LIP to Transport for London (TfL). In introducing the report, Adrian Pigott (Policy Manager) informed members that the draft LIP adhered to the TfL guidance and was informed by Brent's Corporate Strategy and local and sub-regional transport needs and priorities. The approved draft LIP and its' accompanying Strategic Environmental Assessment (SEA) went out for consultation with the public, partners and TfL in order that a final LIP could subsequently be approved and submitted to TfL in accordance with their requirements.

The Policy Manager referred to the respective sections of the LIP together with comments and resulting amendments made as set out in the report. The LIP thus reflected the outcome of the consultation process and TfL's comments. He assured members that officers had been in frequent communication with TfL throughout 2011 to ensure that the final LIP was robust and were confident about its approval by the London Mayor's office, if submitted in its' current form.

He continued that once approved by TfL/The Mayor, the LIP would become a statutory document spanning the period 2011-2014 and would provide the framework against which TfL would allocate funding to the Council through the LIP process. Members noted that the submission of a LIP that can be approved by TfL would enable the Council to meet its legal obligations at the same time as enabling it to maximise opportunities for inward investment in Brent's infrastructure from TfL and others.

Mr Robert Dunwell in addressing the Committee enquired as whether the transport impact had been addressed in detail and also whether approval of LIP by the Mayor of London and TfL would guarantee funding for A5 Edgware Road and Kilburn High Road improvements.

In responding to the above, the Policy Manager drew members' attention to the appendix to the report that set out Brent Council's in-principle support for the regeneration of the Brent Cross area and highlighted the concerns about the potential transport impact.

RESOLVED:-

- (i) that the work undertaken to communicate the Local (Transport) Implementation Plan process with stakeholders, statutory consultees and the wider community and to engage people in contributing to the final document be noted;
- (ii) that the requirement to prepare and consult on a Local (Transport) Implementation Plan and to submit an approved Plan to Transport for London by the end of July 2011 be noted;
- (iii) that the submission of the final Local (Transport) Implementation Plan to Transport for London (TfL), as set out in Appendix A to the report, be approved.

10. Harlesden Town Centre Major Schemes

Members received a report from the Head of Transportation which informed them of the current progress on the Harlesden Town Centre "Major Scheme". The scheme was Transport for London's (TfL) funding regime which would provide an opportunity for the Council to develop and implement schemes aimed at improving the operation, appearance, vibrancy and vitality of those town centres.

The Head of Transportation informed members that the Harlesden Town Centre Project, anticipated to be funded primarily from TfL, would improve Harlesden Town Centre by making changes to the traffic and parking arrangements so as to reduce congestion and improve road safety. In addition, the project would increase pedestrian space and improve the quality and layout of the public space (road surface, footways, street furniture etc.). He drew members' attention to the key elements of the Station Road Project which included increased pavement widths, new high quality paving and street furniture, a new Zebra Crossing, the relocation of the gated road closure on Honeywood Road to create an enlarged pedestrian space and the planting of 18 new trees. It was anticipated that these changes would improve the "look and feel" of Harlesden as a place and contribute to improving its vitality and sustainability as a local town centre.

Members noted that funding had been secured from TfL to implement improvements to Station Road, as a precursor to the main town centre scheme, during the current (2011/12) financial year. It was also noted that a "one off" allocation made by TfL of £340,000 through the Major Scheme's Programme would predominantly fund the Station Road scheme and would be partly match funded

with £90,000 of Developer (s106) contributions. Tim Jackson continued that public consultation on the core scheme proposals including a dedicated website (www.brent.gov.uk/harlesdentown), promotion in Brent Magazine and on-street advertising to enhance awareness would take place during November 2011.

Members welcomed the report in particular the key elements of the project. Councillor Long noted that illegal pavement trading was still taking place in parts of Harlesden Town Centre and called for increased enforcement in order to regularise the use of the pavement and realise the full benefits of the scheme.

RESOLVED:-

that the report on Harlesden Town Centre Major Scheme be noted.

11. Date of Next Meeting

It was noted that the next meeting would take place on Tuesday 18 October 2011.


12. Any Other Urgent Business

None at this meeting.

The meeting closed at 9.15 pm

J MOHER
Chair

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	<p style="text-align: center;">Highways Committee 18th October 2011</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For decision	Wards Affected: Tokyngton
Petition for the Introduction of a Pedestrian Crossing on Harrow Road (south of Aldbury Avenue)	

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking the introduction of a new pedestrian crossing on Harrow Road south of Aldbury Avenue. The petitioners are concerned about access to Islamic Cultural Centre for the elderly and disabled.

The report outlines the results of a review of the situation which concludes that (i) There is no significant personal injury accident (pia) evidence to support the introduction of a new pedestrian crossing in the area, (ii) A pelican crossing already exists within 60metres of the Cultural Centre and (iii) physical constraints on the public highway restrict the opportunity of introducing additional pedestrian facilities.

The report concludes that no changes should be made to the arrangements currently in place.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the review of the implemented scheme.
- 2.2 That Committee agrees that no changes should be made to the existing arrangement for pedestrian crossing facilities along this section of Harrow Road.

3.0 The petition

3.1 The petition received via the Brent Muslim Association, requests the introduction of a pedestrian crossing point along Harrow Road, south of Aldbury Avenue junction. The petition has been verified to be in accordance with Standing Orders.

3.2 The full wording of the petition is:

We the undersigned Brent residents who send their young children to Islamic cultural centre, 72 Harrow Road, Wembley, middx. HA9 6PL. Every evening the elderly and disabled people use the Islamic cultural centre every day for their social and cultural activities. The users of Islamic cultural centre are very concerned for their safety and wellbeing while crossing the very busy Harrow Road.

We humbly request to have a pedestrian crossing point along Harrow Road, south of Aldbury Avenue junction.

The petition has 84 signatures.

4.0 Existing Situation

4.1 The Islamic Cultural Centre is located on Harrow Road approximately 40m southeast of the junction with Aldbury Avenue and 80m northwest of Monks Park. A Pelican crossing is located 60m southeast of the centre near Monks Park, with an inset parking bays located between them.

A bus stop is situated opposite the Aldbury Avenue junction with a southeast bus lane running along the whole length of this section of Harrow Road. The vast majority of all residential properties within the area have vehicular crossovers.

A location plan is attached as appendix A

5.0 Detail

5.1 There are a number of issues to be considered when dealing with requests for new pedestrian crossing.

5.2 The most significant issue for determining which locations would benefit most from the introduction of pedestrian facilities is the accident record at the location concerned. Data on accidents resulting in personal injury accidents (PIAs) within the borough is provided on a regular basis by the Metropolitan Police. The data is used to identify locations where significant numbers of pedestrian PIAs have occurred and through this analysis it is possible to prioritise where pedestrian measures would be of most benefit in terms of accident reduction. This is in line with the Government's road safety strategy to reduce the number of road traffic accidents nationally.

An analysis of the PIA records within the area has identified that there has been 1 accident involving a pedestrian in the last 3 years of available data. This occurred in 2009 and involved a 24 year old pedestrian being hit by a moped in the dark whilst crossing from north to south somewhere between the Cultural Centre and the existing pedestrian crossing.

- 5.3 The next issue to be considered is the presence of existing alternative pedestrian facilities within the area and demand.

Currently a pelican crossing is located 60m southeast of the Cultural Centre.

Site observations of pedestrian activity between Aldbury Avenue and the existing Pelican crossing during a morning peak hour have been undertaken. This work identified that the majority of pedestrians used the existing crossing facility with a relatively small number (5) of pedestrians crossing along the section between Aldbury Avenue and the Pelican crossing.

- 5.4 The final issue to be considered is the viability of actually installing the facilities. There is national guidance on the location of new controlled and uncontrolled crossing points. The existence of the residential crossovers, inset parking, bus stop and bus lane means that it would be extremely unlikely that a location (complying with guidance) could be found for another pedestrian crossing facility between Aldbury Avenue and Monks Park (even a traffic island) without the removal of certain of these facilities.

- 5.5 Taking into account the accident record, the low pedestrian demand, the existing pedestrian facilities and the physical constraints, officers are of the view it would be inappropriate to give further consideration to the introduction of another pedestrian crossing facility on this section of Harrow Road - notwithstanding the fact that an additional facility closer to the Islamic Centre would be convenient for a number of Centre users.

Officers are of the view that no changes be made to the current arrangement as this time.

6.0 Financial Implications

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

7.0 Legal Implications

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

8.0 Equalities implications

The petition that is the subject of this report was presented by members of the Islamic faith concerned about the safety of children, the elderly and the disabled crossing Harrow Road to the Islamic Centre.

Officers are of the view that users of the Centre are adequately provided for by existing facilities and that the course of action set out in the recommendations has no significant implications for users of the Centre.

There are no other equalities implications associated with this issue.

Background Papers

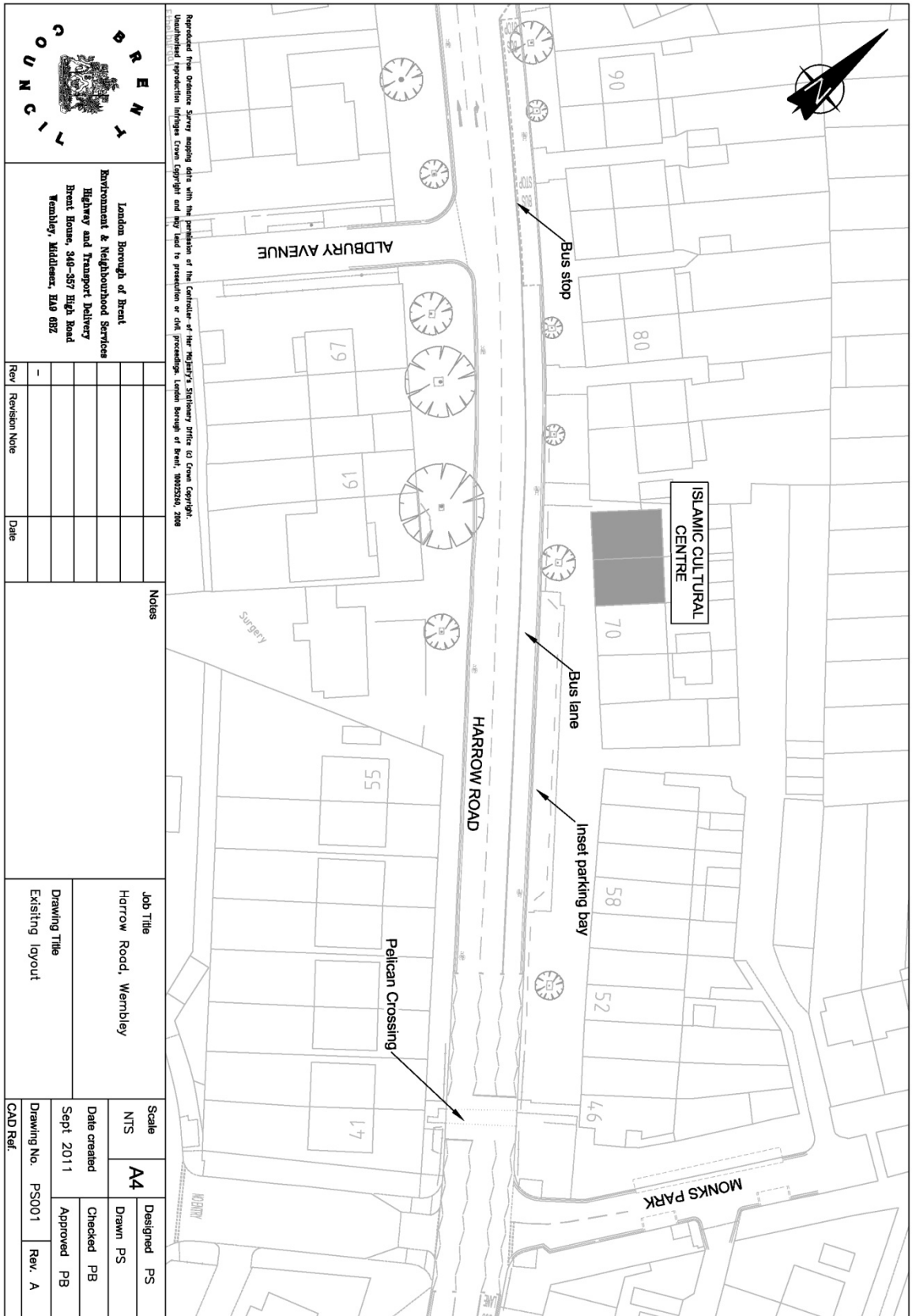
None

Contact Officers


Peter Boddy – Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446. E-mail peter.boddy@brent.gov.uk.

Tim Jackson – Head of Transportation, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151. E-mail tim.jackson@brent.gov.uk.

Appendix A – Location Plan



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 <p>The logo of Brent Council, featuring a central coat of arms with a shield, a crown, and two lions, surrounded by the words 'BRENT COUNCIL' in a circular arrangement.</p>	<p>Highways Committee 18th October 2011</p> <p>Report from the Head of Transportation</p>
For Action	Wards Affected: Mapesbury
<p>Response to petition from residents of Ivy Road seeking a change to GM Controlled Parking Zone.</p>	

1.0 Summary

- 1.1 The report addresses a petition received from residents of Ivy Road, Cricklewood NW2 6SU requesting the reduction of GM Controlled Parking Zone parking restriction operational times.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition received from residents of Ivy Road, Cricklewood, NW2
- 2.2 That Committee notes the response of officers to the petition as set out within this report and notes that officers are unable to take any action in regard to this matter at this time.

3.0 Details

Petition

- 3.1 A petition has been received by the Council from residents of Ivy Road requesting that the Council reduces the operational time of GM CPZ. The petition is in accordance with Standing Orders and reads:

“We, the undersigned resident of parking zone GM, Cricklewood, NW2 are in favour of the reduction of the duration of the parking restrictions enforced in Zone GM.”

The petitioners are requesting that the operational times of the GM CPZ are reduced to Monday to Friday from 10.30am to 3pm.

The petition contains 146 signatures.

- 3.2 Ivy Road is located in zone GM CPZ which operates between Monday-Saturday from 10am to 9pm. The zone was implemented in February 2003. A review of the zone was subsequently carried out in November / December 2003. That review included a consideration of the CPZ operational times.
- 3.3 The results of the review showed that those residents that live(d) close to Cricklewood Broadway wanted to keep the existing CPZ times of 10am to 9pm, Monday to Saturday, whilst those further away wanted a reduction in times to 10am to 3pm, Monday to Saturday. This is a reflection of the difference in parking pressures within the zone with pressure being greatest closer to the Broadway with its attractions/facilities.
- 3.4 The results of responses received from residents of Ivy Road are set out below. The results indicate that, in 2003, the majority of residents (that responded to the consultation) were in favour of the more extensive CPZ operational hours:

Number of questionnaires sent:	191
In favour of Monday to Saturday, 10am to 3pm (shorter):	13
In favour of Monday to Saturday, 9pm to 10pm (longer):	24

- 3.5 The results of the review consultation were reported to the December 2003 meeting of the Highways Committee. Approval was given by the Committee to include those roads that supported shorter (10am-3pm) operational hours in a separate zone. That decision saw the creation of GA CPZ. The Committee decided that the remaining roads, including Ivy Road, should remain within GM CPZ (with the longer hours).

Response to the petition

- 3.6 Officers recognise that the operational hours of a CPZ has a significant impact on the lifestyle of (car owning/using) residents within the zone.

In determining the hours of a CPZ the Council often has to balance the needs and expectations of groups of residents in one part of the zone with those in another part in a way that avoids confusion for visitors to the area and enables the zone to operate efficiently.

- 3.7 Ivy Road is some distance away from Cricklewood Broadway and is not subject to the same intensive pressures on parking space that face residents closer to the Broadway. As a consequence it is not surprising that a number of residents in Ivy Road see the longer operational hours of the GM CPZ as inconvenient. However there is no evidence to suggest that there is a demand across the zone for a review or reduction in operational hours.

Changes to CPZ operational hours are only made after consultation with residents within the whole zone. This enables all residents and businesses to express a view and avoids the risk of decisions being made that suit certain roads or areas but subsequently impact adversely on other residents.

CPZ reviews are only undertaken if they are within the Council's CPZ work programme – which is typically approved by Committee just before the beginning of each financial year.

- 3.8 The Committee will recall considering a similar petition from a business in Temple Road, within the GM CPZ, at their meeting in February 2011. In that case the petitioner sought shorter operational hours for Temple Road. The Committee will recall that, in addressing the Committee, a resident's representative argued that the status quo should prevail. The Committee decided that no action should be undertaken at that time but that when the Council's 2011/12 work programme was being compiled, consideration should be given to including a review of the zone within that CPZ programme.
- 3.9 The Committee will also recall that, as part of the Council's budget setting process, the CPZ programme was for 2011/12 reduced significantly and that there is no revenue funding for undertaking reviews or introducing new CPZs in 2012/13 or beyond.
- 3.10 Officers did consider including a review of the GM CPZ within the 2011/12 CPZ programme but were unable to prioritise its' inclusion. Consequently the approved works programme for 2011/12 does not include provision to review GM CPZ. The programme for 2012/13 has not been compiled at this time but will only include schemes for which there is external (typically developer contribution) funding. At this time officers have not identified an external source of funding for a review of the GM CPZ.
- 3.11 In the absence of funding to undertake a review, officers are unable to undertake any work in response to the petitioners request at this time. However, if an alternative source of funding is identified in the future then a review of the GM zone would be considered for inclusion in a future CPZ work programme
- 3.12 The Committee are recommended to note the content of the petition and officers response as set out above.

4.0 Financial Implications

- 4.1 There are no financial implications flowing from this report.
- 4.2 There is a (revenue) budget of £60,000 for undertaking CPZ work in the current financial year. That budget is fully committed. There is therefore no opportunity to undertake the review of the GM CPZ that would be a necessary pre-cursor to accommodating the request made within the petition submitted by residents of Ivy Road. There is currently no revenue budget for CPZ work in 2012/13.

5.0 Legal Implications

- 5.1 There are no legal implications arising from this report. The Council has powers to introduce and adjust methods of parking control and parking prohibitions, (waiting and loading restrictions etc) through the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.

5.3 However although the Council has a general obligation to consider requests to introduce or amend schemes there is no specific duty to introduce or amend schemes.

6.0 Diversity Implications

No diversity implications have been identified as arising from the recommendations made in this report.

7.0 Staffing/Accommodation Implications

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

8.0 Environmental Implications

No environmental implications have been identified as arising from the recommendations made in this report.

Background Papers

L.B. Brent Parking Strategy (2002)

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


Traffic Management and Parking Guidance for London (GOL)

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

Contact Officers

Hossein AmirHosseini, Team Leader – Design. Tel 020 8937 5188 email hossien.amirhossieni@brent.gov.uk.

Tim Jackson, Head of Transportation – Tel 020 8937 5151 email tim.jackson@brent.gov.uk.

	<p style="text-align: center;">Highways Committee 18th October 2011</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For information	Wards Affected: All
<p style="text-align: center;">Report on meeting with the Transport Commissioner for London.</p>	

1.0 Summary

- 1.1 The Transport Commissioner for London is the officer responsible for managing London's transport infrastructure and implementing the (London) Mayor's transport strategy.
- 1.2 The Commissioner generally meets with the Leader, Chief Executive, Lead Members and relevant officers of each London Council once a year. This provides individual Councils with an additional opportunity to appraise the Commissioner of current strategic priorities, areas of concern and areas where joint working between TfL and the Council would be mutually beneficial.
- 1.3 The meeting with Brent took place on 16th September this year. This report provides a summary of the discussions that took place.

2.0 Recommendations

- 2.1 That Committee notes the contents of the report

3.0 Details

- 3.1 The Transport Commissioner for London is the officer responsible for managing London's transport infrastructure and implementing the (London) Mayor's transport strategy.

- 3.2 The Commissioner generally meets with the Leader, Chief Executive, Lead Members and relevant officers of each London Council once a year. This provides Councils with an informal opportunity to appraise the Commissioner of current strategic priorities, areas of concern and areas where joint working between TfL and the Council would be mutually beneficial than is available through the normal communications arrangements.
- 3.3 The meeting with Brent took place at Brent Town Hall on 16th September this year. In advance of the meeting an agenda was agreed. The agenda and attendance list is shown at Appendix "A".
- 3.4 This year's meeting was different from earlier years in that the Commissioner and his supporting team used the opportunity, with the agreement of the Brent participants, to provide an extensive verbal briefing on arrangements being undertaken in preparation for the 2012 London Olympics.
- 3.5 Regrettably, and at the last moment, the Commissioner (Peter Hendy) was unable to attend the meeting and TfL's Managing Director for surface transport (Leon Daniels) had to deputise for him. Notwithstanding the absence of the Commissioner at the meeting, support arrangements are such that the Commissioner will be made fully aware of the content of discussions held.
- 3.6 The following is a summary of the discussion and outcomes:

The briefing on London 2012 Olympic preparations was not specific to Brent and has not been covered here – although it was noted that the TfL, ODA and LOCOG representatives are pleased with the working relationship that has developed between Brent and their organisations and are confident that preparations for Olympic events at the Wembley venues (and associated events such as the Torch Relay) will ensure a successful Games in Brent.

3.7 Agenda item – HS2 & Old Oak Common hub station

The Head of Transportation summarised the content of Brent's recent response to the Governments consultation on HS2 proposals, emphasising that, in the main, they were aligned with TfL's response. He explained that there were local concerns over the impact of tunnelling beneath Brent and that the Council had suggested that consideration should be given to adjusting the route and/or that more work should be done to address those concerns. He reiterated the importance of providing suitable surface and rail connectivity to the proposed Old Oak Common hub station so as to maximise opportunities for regeneration in that part of Brent closest to the hub station and explained that the Council would not be supportive of any proposals to reduce the role of Willesden Junction as a local interchange.

The TfL contingent noted the Council's views and agreed to work with the Council to influence HS2 and explore opportunities to provide appropriate surface and rail connectivity to the hub station.

3.8 Agenda item – Key rail station issues (Wembley Central & Willesden Junction stations).

The Head of Transportation noted and welcomed the improvement works taking place at Wembley Central Station which had been, in part, initiated following the Commissioners visit to Brent on a previous occasion. However he expressed concern that, in the event that the development over the station were not to be progressed in tandem with the station works, Network Rail need to construct an interim arrangement at ground level that is attractive and fit for purpose in advance of the 2012 Olympic events taking place at Wembley.

The Head of Transportation also advised the TfL contingent that the Council was concerned about the appalling state and appearance of Station Approach to Willesden Station. He explained that the Approach is used by many Brent residents. He was disappointed that, despite lobbying by the Council and residents, Network Rail had given no indication that they had definitive plans to improve the situation. He explained that future investment planned for Harlesden and for Station Road would only serve to emphasise the poor state of Station Approach.

The TfL noted the Council's concerns in relation to Wembley Central station and agreed that an attractive, fit for purpose, concourse is necessary (in advance of the Olympic events) in the event that the over station development is not progressed in tandem with Network Rail's project. They agreed to work with the Council to ensure that Network Rail understood the Council's concerns and were making appropriate contingency/interim plans to address those concerns.

TfL noted the Council's concerns over the state of Station Approach and advised that they understood the need to make improvements there. They intimated that they had been advised that Network Rail had investment plans for the Approach and undertook to work with the Council to determine the extent and timing of those plans. They undertook to arrange a meeting of the 3 parties (the Council, TfL and Network Rail) to discuss the situation.

3.9 Agenda item – UEFA Champions League Final 2013

The Head of Transportation explained that, although the 2011 UEFA Final at the Wembley National Stadium had been an overwhelming success and resulted in the FA being invited to host the 2013 event, accommodating the high number of coaches that were used to transport spectators had caused inconvenience on the local transport network.

He advised that there was an opportunity to develop arrangements in time for the 2013 final that could possibly see supporters transfer from airports using the rail and underground network (and hence avoid the need for heavy use of coaches). He explained that in early meetings with the FA they had been willing to explore those opportunities.

The TfL contingent acknowledged that the environment in which the planning for the 2011 event had taken place had changed from that that currently existed and there was an opportunity to consider a different approach for 2013.

3.10 Agenda item – Harlesden Town Centre scheme

The Head of Transportation used the opportunity to remind the TfL representatives of this scheme which would result in a step change in the quality of the environment in Harlesden. He explained that TfL had been supportive of development work to date. He sought TfL's assurance that financial and other support would continue to be provided.

The TfL representatives acknowledged the good progress made developing the scheme so far and stated that they were particularly impressed by the way the Council had engaged the local community. They confirmed support for the scheme.

3.11 Agenda item – Transport infra-structure in growth areas.

The Assistant Director for Major Projects & the Civic Centre summarised the situation in relation to development activity in Growth areas in Brent with a particular focus on developments anticipated within Wembley and progress on the Civic Centre.

He outlined the key transport interventions that would be needed to support the level of development planned and explained that the Council would need to work closely with TfL to ensure those interventions were successfully implemented. He reinforced the need for pro-active planning to support appropriate public transport links to the Civic Centre when it opened.

The TfL representatives acknowledged the scale of development envisaged within Brent and the need for close working to ensure that the transport infrastructure and services would support that development.

They were concerned to hear that Council officers were of the view that TfL bus planners took a less than pro-active approach. Council officers were invited to write to the Commissioner with details of the Council's key priorities/concerns in relation to bus operations so that a meeting could take place to consider how those concerns could be best addressed.

4.0 Financial Implications

4.1 There are no financial implications flowing from this report.

5.0 Legal Implications

5.1 There are no legal implications arising from this report.

6.0 Diversity Implications

6.1 There are no diversity implications arising from this report.

7.0 Staffing/Accommodation Implications

There are no staffing or accommodation implications arising from this report.

Background Papers

None

Appendices

Appendix "A" – Meeting agenda

Contact Officers

Tim Jackson, Head of Transportation – Tel 020 8937 5151 email tim.jackson@brent.gov.uk.

Appendix "A"

COMMISSIONER'S MEETING WITH LB BRENT

Date: Friday 16th September 2011
Time: 14.00 – 17.00
Venue: Committee Rooms 2&3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

ATTENDEES

Transport for London

Peter Hendy	Commissioner
Alex Williams	Director, Borough Partnerships
Andrée Blake	Borough Liaison Manager

Additional Attendees for the Olympics items

Leon Daniels	TfL, Managing Director of Surface Transport
Richard Parry	TfL, Strategy & Commercial Director - LU
Graham Jones	TfL, Games Programme Director, Surface Transport
Vince Fihosy	GLA, City Operations Programme Director
Doug Arnot	LOCOG, Director of Games Operations
Simon Hall Manager	LOCOG, West London Venue Cluster
Charles Rudgard	LOCOG, Head of City Operations
Nicky Hughes	LOCOG, Head of Government Relations
Hugh Sumner	ODA, Director of Transport
Superintendent Brian Pearce	Metropolitan Police
Commander Mick Johnson Games)	Metropolitan Police (Silver Commander for

LB Brent

Cllr Ann John	Leader of the Council
Cllr Muhammed Butt	Deputy Leader of the Council
Cllr Jim Moher Transportation	Lead Member for Highways and
Cllr George Crane Projects	Lead Member for Regeneration and Major
Cllr James Powney Neighbourhoods	Lead Member for Environment &
Gareth Daniel	Chief Executive
Sue Harper Services	Director of Environment & Neighbourhood
Tim Jackson	Head of Transportation
Zerritha Brown	2012 Manager

AGENDA


Olympic Items

- | | |
|--|--------------|
| 1. Introduction | Peter Hendy |
| 2. Command , Communication & Control | Vince Fihosy |
| 3. London Events Co-ordination Calendar | Vince Fihosy |
| 4. ORN/PRN | Graham Jones |
| 5. Road Events | Graham Jones |
| 6. Venue Transport & Local Area Traffic Management & Parking Plans
Doug Arnot | |
| 7. Security | Brian Pearce |
| 8. Travel Advice & Support | Peter Hendy |
| 9. Freight | Peter Hendy |

General TfL / Brent Liaison Meeting

(Items 10 & 11 are jointly raised by TfL and Brent. Items 12- 14 are raised by Brent)

- 10. Old Oak Common / HS2
- 11. Key Rail Station Issues
- 12. UEFA 2013 Champions League – transport planning
- 13. Harlesden Town Centre Major Scheme
- 14. Transport Infrastructure in Growth Areas

	<p style="text-align: center;">Highways Committee 18th October 2011</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Harlesden
<p style="text-align: center;">Proposed extension of the HY Controlled Parking Zone.</p>	

1.0 Summary

- 1.1 This report informs Committee the results of the recently carried out consultation on extending the existing HY Controlled Parking Zone (CPZ) into a number of streets within Harlesden ward.
- 1.2 The report advises the Committee that the latest consultation exercise was a repeat of a consultation undertaken in 2010. The exercise was repeated because the 2010 exercise was undertaken at a time when the current emission based resident permit regime had not been formulated. It was subsequently decided that it would not be appropriate to take any action based on views that would have been expressed in the absence of knowledge of the likely cost of permits and that the consultation should be repeated.
- 1.3 The report recommends that, having considered the results of the latest consultation, together with the Equality Impact Analysis, the Committee agrees to the extension of HY CPZ into all the roads within the area covered by the consultation.

2.0 Recommendations

- 2.1 That Committee notes the results of the most recent consultation into a proposal to extend the HY CPZ and agrees to extend the CPZ into all streets consulted, subject to the completion of the necessary statutory consultation.
- 2.2 That Committee authorises the Head of Transportation to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement the extension of the HY CPZ.

3.0 Details

Proposed HY CPZ extension

- 3.1 Residents and businesses within a number of roads close to the existing HY CPZ have been consulted on a number of occasions about the possible extension of the CPZ into their roads.
- 3.2 At the 19th October 2010 meeting, the Committee were presented with the results of a consultation into extending the HY CPZ extension undertaken earlier that year. That consultation had been undertaken before the Executive Committee's decision to introduce an emission based parking permit regime which subsequently became operational on 1st April 2011.
- 3.3 Noting that responses to all CPZ consultations undertaken in late 2010 had been made without knowledge of the proposed change, the Committee decided that (in areas where the results of consultation had indicated a broad support for controlled parking) residents should be re-consulted after a decision on the emission based permit charging regime had been made.
- 3.4 The HY CPZ extension area was one such area. Consultation on the proposed extension was repeated in July 2011. The questionnaire asked residents / businesses if they wanted to join the existing HY CPZ based on the new (emissions based) system of charging for residents' permits. Details of these new charges were attached in the consultation document. Copies of the consultation document and questionnaire are shown in appendix A of this report.
- 3.5 The existing HY CPZ operates Monday-Friday from 8.30am to 6.30pm. The area consulted is bounded by Church Road to the west, the Willesden New Cemetery to the east and the existing HY CPZ to the north and south.
- 3.6 The area is primarily residential. The majority of the roads are relatively narrow with terraced housing and short front gardens although there are small number with semi-detached housing and a small number with medium rise housing. Roads in the northern part of the consultation area are close to the Church Road shopping area whilst roads to the south are relatively close to part of the Harlesden shopping area. There are 2 schools (St. Joseph RC Primary School and Leopold School) in the area and a relatively large children's centre in Curzon Crescent. Harlesden Police Station is located to the south of the consultation area.
- 3.7 Access through the area is restricted by traffic management (one-way streets and point closures) schemes introduced to prevent rat-running and reduce congestion. There are yellow line waiting restrictions, to facilitate access and maintain visibility, at a number of junctions.
- 3.8 Aside from the medium rise blocks (Kier Hardie House) and semi-detached properties in Marian Way few properties in the area have access to off street parking.

- 3.9 During the operational hours of the HY CPZ the (possible extension) area is heavily parked. This contrasts significantly with roads within the existing HY CPZ area (which are similar in character to those in the extension area) where parking stress during CPZ hours is noticeably lower. There are a number of roads (such as Inman Road and Redfern Road) where it is extremely difficult to find a parking space. Parking stress has been observed as being higher in parts of roads close to the existing HY CPZ which would suggest that a number of residents living within the HY CPZ are choosing not to buy permits and are parking in the uncontrolled (possible extension) area. During school hours those parts of roads close to the 2 schools and the Children's Centre are heavily parked.

Summary of consultation results

- 3.10 Consultation was undertaken during July 2011. The consultation material is shown at Appendix "A",
- 3.11 In total 1444 addresses (17 streets) were consulted and a good (21.4%) response was received. Overall 52% of respondents supported the proposals. A road by road analysis of the responses received is shown at Appendix "B".
- 3.12 The analysis shows that in 8 of the 17 roads consulted the majority of the residents that responded were supportive of the extension of the CPZ. Unsurprisingly, generally those streets located geographically close to the existing HY CPZ (Ambleside Road (65% support), Curzon Crescent (62%), Inman Road (96%), Marian Way (78%), Northcote Road (100%), Oldfield Road (53%) and Redfern Road (68%)) supported the proposals. The responses from Roundwood Road (47%) and Brownlow Road (44%) show a relatively high level, although not a majority, of support for the proposals.
- 3.13 The analysis also shows that in Church Road (32% support), Goodson Road (25%), Hawkshead Road (33%), Leopold Road (39%), Outgate Road (0%), Butler Road (30%) and West Ella Road (23%) respondents are generally opposed to the proposals. Butler Road is private road. Church Road currently has parking controls. Responses from Suffolk Road are split equally between support and opposition.
- 3.14 During consultation period concerns about the proposals were also raised by schools in the area. Their concerns related to the impact of the proposals on those staff that drive to work and park at those establishments (where there is no off street parking provision).

Leopold Primary School, St Joseph's RC Junior School and Curzon Crescent Nursery School were advised that their staff (teachers) are entitled to special parking permits (maximum 10) if the proposed controlled parking zone is implemented as long as they have up to date school travel plans.

Currently both Leopold and St Joseph's Schools have travel plans but these require updating. Curzon Crescent Children's Centre does not have a travel plan.

- 3.15 The Samaritans Charity has a local base in Leopold Road. They also expressed concern about the impact of extending the CPZ on their volunteer staff and consequently on their operation and clients. Officers and ward members have met with representatives of the Charity to listen to their concerns.

Current arrangements would allow the Charity to purchase a limited number of business permits which would allow staff to park with the extended zone. The Charity has a relatively high number (30+) of volunteer staff that drive to the Leopold Road site. Setting aside the cost implications, the limit on the number of permits allowed for businesses would mean that nearly all of these volunteers would not be provided with a permit (if the zone were to be extended) and would have to make other travel arrangements or park in shared (resident/pay & display) bays.

The Charity does not have a travel plan for its Leopold Road base.

- 3.16 A meeting between ward members and officers took place on 6th September 2011 to discuss the results of the consultation. Ward Members highlighted the fact that the area consulted was surrounded by CPZs and that residents in a number of roads are continually facing extreme difficulties parking reasonably close to their homes. They were also concerned that the imminent development of the Church Road car park into accommodation flats will exacerbate the parking problems in those unrestricted streets unless controls are introduced.

Ward Members noted that the overall response is in favour of the CPZ proposals and gave their support for the implementation of the CPZ in all the streets consulted.

Discussion

- 3.17 The area covered by the proposed extension of the CPZ HY is currently subject to significant parking pressures. There is inadequate parking space available to all those people wishing to park in the area according to the people who live in the area that triggered this consultation. This has been confirmed by site visits by officers. This inadequacy creates significant problems for residents, visitors and businesses in accessing the area and undertaking their everyday activities.
- 3.18 This consultation was carried out to find out the views of those people who live and work in the area. The good rate of response (which is higher than the required bench mark of 20%) with overall support of 52% indicates that there is support for parking controls to be implemented in the area.
- 3.19 Committee will note that although the overall response is in favour of the CPZ proposals although there are streets where the majority of respondents are against the extension of the HY CPZ into their road.

3.20 Officers have examined the option of extending the CPZ into only those roads where the majority of responses have been supportive. This would mean a small number of roads would remain without parking controls. However those roads are distributed across the consultation area. Accordingly it would not be possible to have a discrete area within which roads would be uncontrolled. In essence if those roads were to remain uncontrolled they would be isolated uncontrolled “islands” surrounded by areas of CPZ.

In that scenario were to be adopted there is a very high probability that parking would be displaced into those uncontrolled streets – creating unacceptable levels of parking stress which would in turn create access and road safety problems.

Members will be aware that the CPZ programme has been severely curtailed. As a result, if there will be no opportunity for a number of years to re-consult and/or introduce controlled parking in any roads where controls are not introduced as part of these proposals.

In essence, if controls are not introduced in all roads within the area parking conditions in uncontrolled roads will become severe without opportunity to address that.

Officers appreciate that the proposals will impact on staff within the schools in the area. However this can be ameliorated by the usual arrangements which allow a number of teachers to be issued with permits subject to an up to date travel plan being in place. Capacity exists within the Transportation Unit to support the schools in updating their plans.

A more difficult issue is the impact that the extension would have on the Samaritans operation at 1 Leopold Road. This is a substantial operation and significant investment has been made in converting the building in order to provide a large and efficient operation supporting vulnerable people in Brent and wider afield. The charity has a high number of trained volunteers who travel from outside the locality and work prescribed shifts consistent with the Charity’s national arrangement.

Officers accept that it is not practical for most of those staff to walk, cycle or use public transport to the Leopold Road base. It is also accepted that the normal arrangements for businesses in CPZs were not developed with Charity operations in mind and that if the CPZ were to be introduced without a variation to the current arrangement the continuation of the Samaritan operation at Leopold Road could be compromised.

After a consideration of all the options, officers recommend that an appropriate solution would be to allow the Charity to purchase residents “scratch” cards their volunteers (only) in addition to allowing staff to purchase business permits (if required) in the normal way. This would be subject to the organisation agreeing to develop and introduce a business travel plan, aimed at encouraging a significant modal switch, within 6 months of the CPZ extension being introduced.

Officers are of the view that this exceptional arrangement, which would be reviewed not less than 6 months after the CPZ has been extended, would not compromise the Council's parking/transport strategy and would not create significant problems for residents in the vicinity of 1 Leopold Road.

- 3.21 It is therefore recommended that the HY CPZ is extended into all the streets consulted in the recent exercise subject to completion of the necessary statutory consultation and the making of the exceptional arrangements described in 3.21 to accommodate the current charity operation at 1 Leopold Road.

4.0 Financial Implications

- 4.1 The estimated cost of undertaking statutory consultation and implementing the extension of the HY CPZ into the area described is £30,000. The allocation for the CPZ work programme in 2011/12 is £60,000. Adequate provision therefore exists to undertake the works that are the subject of the recommendations to the Committee.

- 4.2 No income has been budgeted for the extension of HY CPZ. It is difficult to estimate the income that could be generated after introduction of new (or extended) CPZs with any confidence because there is limited information on car ownership, the type of cars owned, residents' lifestyles or likely levels of compliance. However it would be reasonable to assume a net annual income of around £50,000 would be generated by the extension of the CPZ.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, require the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.

- 5.3 Members have authorised the Head of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks that they are minor or vexatious. If following the statutory consultation process it is considered the schemes or any of them should go ahead then the Head of Transportation is authorised to implement the schemes. This means a further report will not be brought before the Committee prior to implementation of those schemes if there are no objections or only minor objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

- 6.1 An equalities analysis has been undertaken and is shown at Appendix C. The Committee is under a duty to give consideration to that analysis when considering this report and making a decision.

7.0 Staffing/Accommodation Implications

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

8.0 Environmental Implications

- 8.1 The implementation of CPZ schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

Background Papers

L.B. Brent Parking Strategy (2002)

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

Traffic Management and Parking Guidance for London (GOL)

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

Contact Officers

Hossein AmirHosseini, Team Leader – Parking, 020 8937 5188

Tim Jackson, Head of Transportation – 020 8937 5151

Appendix A
Consultation document – HY CPZ extension



Public Consultation Proposed Extension to Zone HY Controlled Parking Zone

Dear Resident/Business,

The existing HY Controlled Parking Zone (CPZ) operates Monday - Friday between 8.30am - 6.30pm, as shown in the map overleaf.

You may recall that in 2010, the Council consulted you on proposals to extend the CPZ into your road. During the consultation, some of the roads consulted supported the proposal. However, since that consultation, the Council has introduced a new system of charging for residents' permits based on vehicle emissions. Details of these new charges are attached or can be found at:

www.brent.gov.uk/parkingpermits

The new charges are very different from those that were in place when we consulted you last time. Because of this we are consulting you again to find out whether there is still support for including your road in the existing zone HY CPZ. It is important we understand residents views.

Please complete the enclosed questionnaire and return it in the FREEPOST envelope provided to London Borough of Brent, Highway & Transport Delivery, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ, by Friday 29th of July 2011.

Once the consultation period has closed, the responses will be analysed and a decision on extending the CPZ will be made. Once that decision has been made all the residents/businesses will be notified by letter.

A brief reminder of how CPZs operate generally:

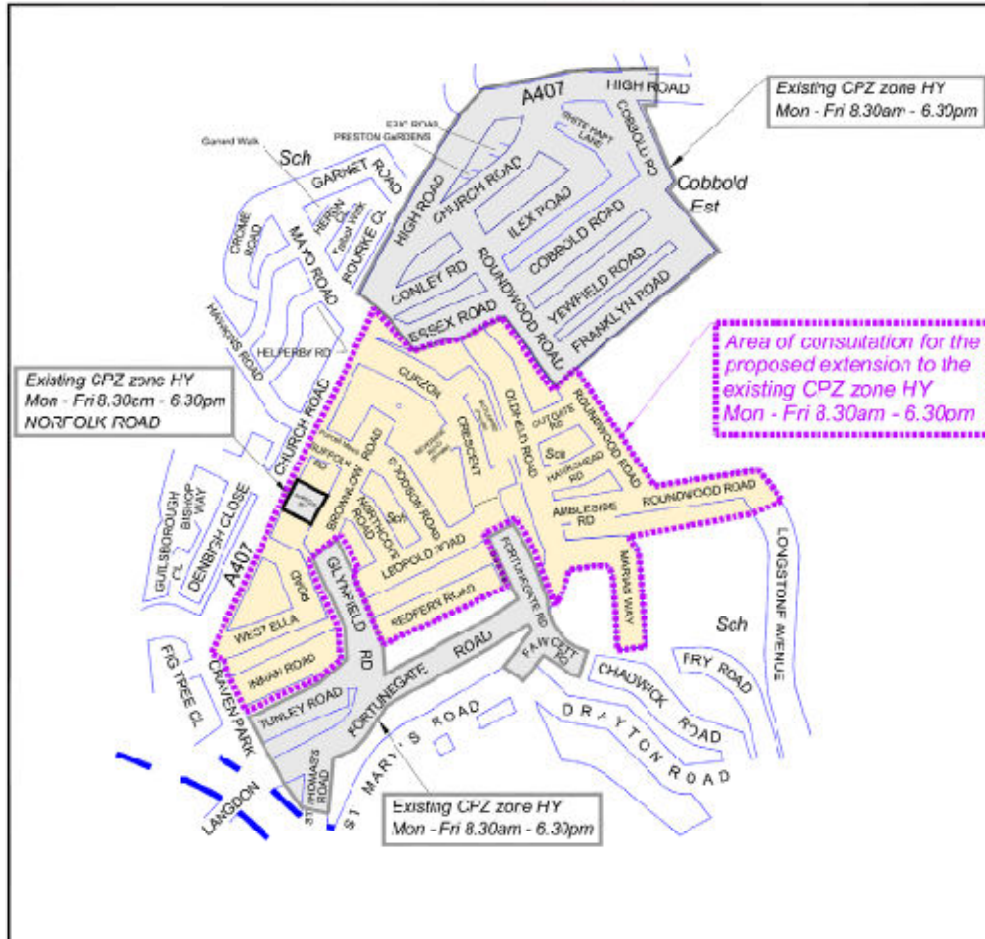
- All the kerbside space is controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, disabled, emergency services and refuse collection.
- Parking is allowed in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents need to purchase permits if they, or their visitors, wish to park in the designated parking bays during the scheme's operational hours.
- CPZs are intended to give permit holders priority use of the parking spaces during scheme operational times, but do not necessarily guarantee a parking space. Experience with CPZs introduced elsewhere has shown that residents are generally able to park closer to their homes, even where there is a high density of residents.
- Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other zone. Similarly, permit holders from other zones will not be entitled to park in your Zone. The zoning helps to manage local demand for parking, especially in the roads close to shopping areas; a larger zone may encourage permit holders to drive and park within the zone in bays near shops or rail stations, thereby inconveniencing residents close to these amenities.

If you require any further information regarding the consultation or wish to discuss any specific issues, please contact Gurdev Bharj, Senior Engineer on 020 8937 5186.

Tim Jackson
Head of Transportation

We are consulting residents/businesses in this area

Area of Consultation



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Brent Council CO2 Emission Based Permit charges



CONTROLLED PARKING ZONE PERMIT CHARGES:

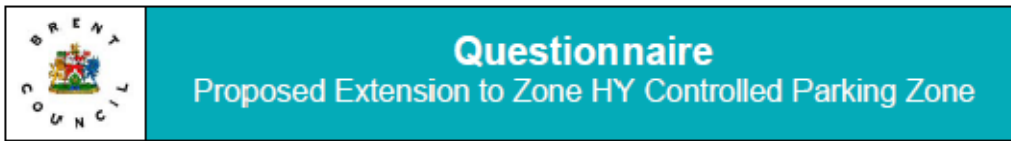
- A charge of 1.25% will be added for payment by credit card. There is no charge for payment by debit card.

Brent Band	1	2	3	4	5	6	7
For vehicles registered on / after 1st of March 2001							
Vehicle Emissions (gCO2/km) *	<110	110-130	131-150	151-175	176-200	201-255	255>
Brent Band	1	2	3	4	5	6	7
For vehicles registered before 1st of March 2001							
Vehicle Engine Size (cc)	<1100	1101-1200	1201-1550	1551-1800	1801-2400	2401-3000	3000>
Resident Permit for 1 Year	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£110)	£50 (£110)	£75 (£110)	£100 (£110)	£125 (£135)	£150 (£160)	£200 (£210)
2nd Resident Permit Visitor Permit charges are in brackets	£75 (£110)	£75 (£110)	£113 (£123)	£150 (£160)	£188 (£198)	£225 (£235)	£300 (£300)
3rd Resident Permit Visitor Permit charges are in brackets	£100 (£110)	£100 (£110)	£150 (£160)	£200 (£210)	£250 (£260)	£300 (£300)	£300 (£300)
Resident Permit for 6 Months	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£55)	£31 (£55)	£43.50 (£55)	£58 (£55)	£68.50 (£68.50)	£81 (£81)	£108 (£105)
2nd Resident Permit Visitor Permit charges are in brackets	£43.5 (£55)	£43.50 (£55)	£62.50 (£81)	£81 (£81)	£100 (£100)	£118.50 (£118.50)	£158 (£155)
3rd Resident Permit Visitor Permit charges are in brackets	£58 (£55)	£58 (£55)	£81 (£81)	£108 (£105)	£131 (£131)	£158 (£155)	£158 (£155)
Resident Permit for 3 Months	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£31)	£18.50 (£31)	£24.75 (£31)	£31 (£31)	£37.25 (£37.25)	£43.50 (£43.50)	£58 (£55)
2nd Resident Permit Visitor Permit charges are in brackets	£24.75 (£31)	£24.75 (£31)	£34.25 (£34.25)	£43.50 (£43.50)	£53 (£53)	£62.25 (£62.25)	£81 (£81)
3rd Resident Permit Visitor Permit charges are in brackets	£31 (£31)	£31 (£31)	£43.50 (£43.50)	£58 (£55)	£68.50 (£68.50)	£81 (£81)	£81 (£81)
Visitor Household Permit Band	1	2	3	4	5	6	7
Visitor Household Permit Charges are marked in brackets, (only one permit per household can be issued)	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()
All Other Vehicles	3 Months		6 Months		1 Year		
Business Livered Permit	£80		£100		£180		
Business Permit	£90		£180		£300		
Doctor's Exempt Permit			£150 per Year				
Temporary Permit			£10 per Month				
Replacement Permit (Lost, stolen, or defaced permit)			£10 per re-print				
* If the V5 document does not state the CO2 emissions, the Council will use the cc engine size in determining the correct permit charge.							

PTO

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 0208 937 5127.</p>	ENGLISH
<p>நாங்கள் வழங்கும் தகவலை எங்களின் எல்லா வடிவங்களிலும் புரிந்துகொள்வதை நாங்கள் விரும்புகின்றோம். இந்நூல் தகவலை உங்களின் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, பிஞ்சு) நீங்கள் வேண்டினால், தயவுசெய்து 0208 937 5127 இல் கஸ்தாலைசீலப் அலுவலரையே தொடர்புகொள்ளவும்.</p>	TAMIL
<p>نود أن يتمكن جميع عملائنا من فهم المعلومات التي نقدمها. إذا كنت ترغب في استلام هذه المعلومات مترجمة إلى لغتك الأولى أو تفصلها بصيغة أخرى (مثال، بالحروف الكبيرة أو مكتوبة بلغة برايل 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 Braille), lutemi kontaktoni Oficerin e Konsultimit në numrin 0208 937 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 0208 937 5127.</p>	POLISH
<p>Waxaanu 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 02089375127.</p>	SOMALI
<p>અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા અથવા અલગ અલગ સમજણ પર એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઇલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.</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 چھاپی، بریل) میں درکار ہو تو براہ مہربانی کنسلٹیشن 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 ਵਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਫੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੋਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 937 5127 ਤੇ ਸੰਪਰਕ ਕਰੋ।</p>	PUNJABI



Dear Sir or Madam,

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

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

Sending back this form

Please complete this questionnaire and return it in the FREEPOST envelope enclosed, to reach us by Friday 29th July 2011. Alternatively, post it to London Borough of Brent, Highway & Transport Delivery, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Details on-line

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation
Results will generally be available within one month of the closing date

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

**If you require this document in larger print please
telephone 0208 937 5127 or 5518**



Questionnaire

Are you in favour of being included in zone HY CPZ which operates between 8.30am - 6.30pm Monday to Friday?

Yes

No

Comments

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation, please call Gurdev Bharj on 020 8937 5186 or Consultation officer on 020 8937 5127



Equalities Monitoring Questionnaire

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

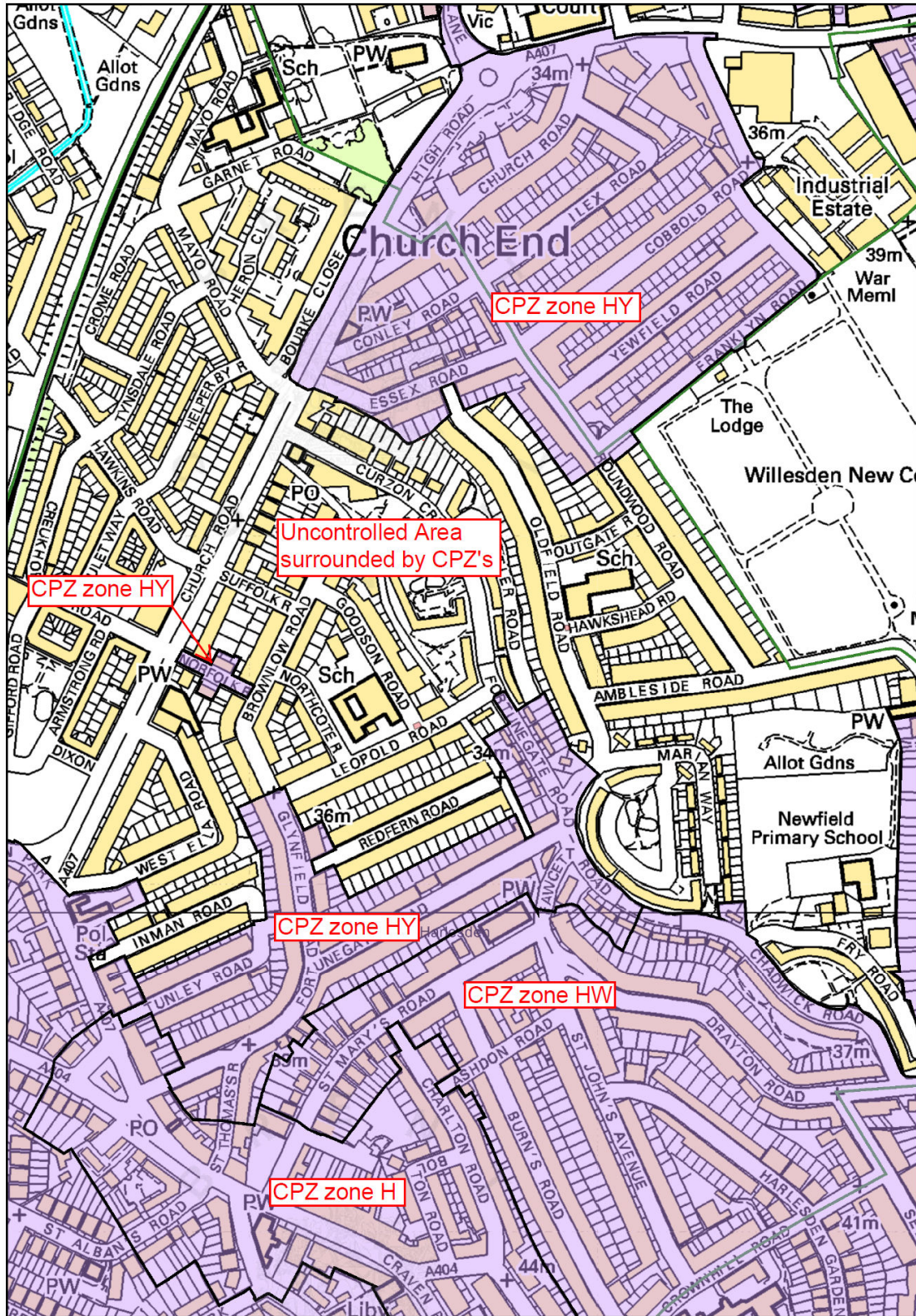
Any information given will be processed, in accordance with the Data Protection Act 1998 and therefore information which can identify you will not be published or passed to any third party.

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

- 1) Your first and last name:
- 2) Your address:
- 3) What is your ethnic group? *(Please tick the relevant box)*

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

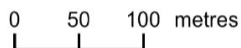
- 4) Do you consider yourself to be a disabled person? No Yes → If 'Yes', please indicate the nature of your disability, by ticking the appropriate box below:
 - Mobility difficulties (includes people who use wheelchairs)
 - Sensory impairments (these include sight, hearing and speech impairments)
 - Respiratory difficulties
 - Other
- 5) What is your gender? Female Male
- 6) To which age group do you belong?
 - 15-24
 - 25-44
 - 45-54
 - 55-64
 - 65-74
 - 75-84
 - 85+



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21 September 2011

1:5000



Appendix B
Results of the July 2010 consultation

on to Zone HY CPZ
on emission based parking charges 5th July - 29th July 2011
ED:
in favour of being included in zone HY CPZ which operates between 8.30am-6.30

Questionnaires Delivered	Questionnaires Returned	Percentage Response	Question 1			Percentage Yes
			Yes	No	No opinion	
68	18	26.47%	11	6	1	64.71
139	27	19.42%	12	15	0	44.44
91	10	10.99%	3	7	0	30.00
138	19	13.77%	6	13	0	31.56
117	13	11.11%	8	5	0	61.54
42	8	19.05%	2	6	0	25.00
21	3	14.29%	1	2	0	33.33
76	23	30.26%	22	1	0	95.65
117	23	19.66%	9	14	0	39.13
42	18	42.86%	14	4	0	77.78
12	1	8.33%	1	0	0	100.0
186	40	21.51%	21	19	0	52.50
17	2	11.76%	0	2	0	0.00
97	28	28.87%	19	9	0	67.86
181	52	28.73%	23	27	2	47.16
9	2	22.22%	1	1	0	50.00
91	22	24.18%	5	17	0	22.73
1444	309	21.40%	158	148	3	51.62

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Extension of HY CPZ : APPENDIX C - EQUALITIES IMPACT ASSESSMENT

Department: Environment and Neighbourhoods	Person Responsible: Tim Jackson
Service Area: Highway and Transport Delivery	Timescale for Equality Impact Assessment : By 07.10.2011
Date: October 2011	Completion date: 07.10.2011
Name of service/policy/procedure/project etc: HY Controlled Parking Zone (CPZ) extension in Harlesden ward.	Is the service/policy/procedure/project etc: New <input checked="" type="checkbox"/> Old <input type="checkbox"/>
Predictive <input checked="" type="checkbox"/> Retrospective <input type="checkbox"/>	Adverse impact <input type="checkbox"/> Not found <input checked="" type="checkbox"/> Found <input type="checkbox"/> Service/policy/procedure/project etc, amended to stop or reduce adverse impact Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Is there likely to be a differential impact on any group? Possibly No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	Please state below:
1. Grounds of race: Ethnicity, nationality or national origin e.g. people of different ethnic backgrounds including Gypsies and Travellers and Refugees/ Asylum Seekers No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	2. Grounds of gender: Sex, marital status, transgendered people and people with caring responsibilities No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
3. Grounds of disability: Physical or sensory impairment, mental disability or learning disability No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>	4. Grounds of faith or belief: Religion/faith including people who do not have a religion Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
1. Grounds of sexual orientation: Lesbian, Gay and bisexual Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	2. Grounds of age: Older people, children and young People No <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
Consultation conducted No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	
Person responsible for monitoring: Tim Jackson / Hossein Amir-Hosseini	Date results due to be published and where: Highways Committee 18 th October 2011

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

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

**HY Controlled Parking Zone (CPZ) extension in Harlesden ward.
– Formal Impact Assessment**

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

2.1 Summary

At the 19th October 2010 Committee meeting, Members were presented with the results of the HY CPZ extension. The streets consulted were; Ambleside Road Curzon Crescent, Inman Road, Marian Way, Northcote Road, Oldfield Road, Redfern Road, Roundwood Road, Brownlow Road, Church Road, Goodson Road, Hawkshead Road, Leopold Road, Outgate Road, West Ella Road, Butler Road(Private Road), Beveridge Road(Private Road) and Suffolk Road.

It should be noted that the consultation was undertaken before the Executive Committee decision on an emission based parking regime was decided and became operational from 1st April 2011.

Noting that the responses to the consultation was made without knowledge of the proposed change, Members decided that in areas where the results of consultation has indicated a broad support for controlled parking, residents be re-consulted after a decision on the emission based permit charging was made.

Re-consultation on the proposed CPZ was carried out in July 2011 on the same streets mentioned in above. The questionnaire asked residents / businesses if they want to join the existing HY CPZ based on the new system of charging for residents' permits (emissions based).

In deciding whether to implement the proposals proper consideration must be given to the representations, both in summary and in detail, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities Impact Analysis. This EIA has therefore been prepared to assess the impact of the proposals on the needs and requirements of the community and determine whether these affect or discriminate directly or indirectly against people from some racial groups, sexuality, gender, age, faith or belief or disability.

There were no objections received on the proposals. However, concerns were raised on the affordability of obtaining permits. There were also concerns received from some disabled residents of the area about the lack parking spaces and parking permits.

The report to Highways Committee on 18th October 2011 outlines the comments received in relation to the public consultation.

Having given this proper consideration, the Committee are recommended to approve implementation of the proposals on this area.

2.2 Recommendations

The recommendations in the Highways Committee report are as follows;

That Committee notes the results of the proposed zone HY extension regarding consultation and agrees to extend the

CPZ in all streets consulted as detailed in the report subject to satisfactory statutory consultation.

- (i) That, having given proper consideration of the matters raised by way of concerns raised as part of the public consultation summarised within the report, and in the context of the policy and other reasons set out in the report and the Equality Analysis, the Committee approves the introduction of HY CPZ extension scheme as described in this report
- (ii) That Committee authorises the Head of Transportation to consider objections and representations to the statutory consultation mentioned in the detail part of this report and that he report back to members if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

2.4 Background – General

The area covered by the proposed extension of the CPZ HY is currently subject to significant parking pressures. There is inadequate parking space available to all those people wishing to park in the area according to the people who live in the area which triggered this consultation. This inadequacy creates significant problems for residents, visitors and businesses in accessing the area and undertaking their everyday activities.

The Committee delegated approval to the Head of Transportation to implement the Controlled Parking Zone in the identified area i.e HY extension highlighted in the report subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

The Committee are advised that residents and businesses in the area of the proposed CPZ would be notified of the proposals and invited to make representations as part of the statutory consultation associated with the necessary amendments to Traffic Orders.

Proposals for HY CPZ extension were developed. Residents, businesses were consulted on the proposals.

2.5 Existing arrangements & background HY extension area.

The area consulted is bounded by Church Road to the west, the Willesden New Cemetery to the east, existing HY CPZ to the north and south. Although, the area is residential in nature, it is in the vicinity of local shops of Harlesden and Church Road areas. There are three schools (St. Joseph RC Primary School located at Goodson Road), (Leopold Primary School located at Hawkshead Road)and (Curzon Crescent Nursery School located at Curzon Crescent) in the area. There is a Charity organisation (the Samaritan located at Leopold Road).

2.6 Consultation

Consistent with the arrangements approved by Highways Committee, a public consultation on the proposals took place in July 2011.

In total 1444 addresses (17 streets) were consulted and 309 (21%) responses were received. Overall 52% of respondents supported the proposals. The full results of the consultation and the main areas of concern from both supporters and opponents of the scheme are shown in the committee report.

During the consultation period concerns about the proposed parking controls were also raised by schools and charity organisations in the area. Leopold Primary School, St Joseph's RC Junior Infant School and Curzon Crescent Nursery School were informed that their staff (teachers) are entitled to special parking permits (maximum 10) if the proposed controlled parking zone is implemented as long as their school travel plans been updated. Officers also met with the Samaritans Charity based in Leopold Road to discuss their concerns. There were also concerns raised by some

disabled residents about the lack of parking spaces.

Leopold Primary School & St Josephs Primary Schools have a school travel plan although neither of them submitted for a review this year. Both the schools have been sent consultation letters and questionnaire and awaiting replies.

Schools can have a maximum of 10 special permits at a cost of £75 each.

It is intended to arrange further meetings with both of the schools and Curzon Crescent Children's Centre if we are to progress the scheme.

Curzon Crescent Children's Centre does not have a school travel plan, on several occasions they have been contacted to develop one but do not feel it is of benefit to them. Officers will continue discussions on this matter.

The Brent Samaritans in Leopold Road can have business permits, maximum of three and further provisions have been considered in the scheme design to provide short-term Pay & Display parking up to 4 hours in Leopold Road and around the St Josephs School.

Pay & Display parking facilities are also considered around the Leopold Primary School and in Curzon Crescent with a proposed Loading bay next to the Post Office.

There are existing 22 disabled parking bays on streets bounded by the proposed HY CPZ extension. These are located in Ambleside Road (3), Inman Road (1), Marian Way (1), Northcote Road (1), Oldfield Road (3), Redfern Road (4), Roundwood Road (2), Brownlow Road (3), Leopold Road (1), Outgate Road (1), West Ella Road (2). All these bays are to be retained. The Blue Badge holders are also permitted to park free of charge by displaying their Blue Badge within the CPZ,s including shared bays. They can also park on single yellow and double yellow lines for up to 3 hours except where there is a ban on loading or unloading or at pay and display bays free of charge for as long as they need to.

2.8 Financial Implications

These are set out in the committee report.

2.9 Legal Implications

The introduction of parking controls require the making of a traffic regulation order under the Traffic Regulations Act 1984' The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the scheme(s). If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.

Members have authorised the Head of Transportation to commence the statutory process and to consider and reject objections if he thinks they are minor or vexatious. In this instance objections have been received that the Head of Transportation thinks are other than minor or vexatious. Consequently this report has been presented in order that the Committee shall properly consider the objections and decide whether or not to approve the making of the Traffic Orders and implementation of the scheme(s).

2.10 Staffing & other implications

No significant implications

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

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

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

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

This equality impact assessment is being undertaken to determine the impact of converting the uncontrolled area into a Controlled Parking Zone (CPZ) on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy.

Annexe B provides detail on the equality strand analysis.

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

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

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

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

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

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

Consistent with the arrangements approved by Highways Committee, a public consultation on the proposed changes to the area started on 5th July for 25 days. The consultation documents were sent to all affected residents/businesses in the area and the documents were also available on the Council's website.

Statutory consultation on the necessary Traffic Orders will take place in the normal way with the proposals advertised in the local press, London Gazette and sent to statutory consultees. At the same time, all residents and businesses in the immediate vicinity of the roads where controls were proposed to change will be notified of the proposals by letter.

A meeting between officers and Samaritan was held on 4th August to discuss the proposal.

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

The results of the formal consultation are published with the report to the Councils Highways Committee on 18th October 2011.

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

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

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

The proposed scheme is not judged to be discriminatory or hinder community relations.

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

Not applicable.

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

The introduction of CPZ in the area will provide more opportunity for residents and businesses in the area to find parking spaces

including shoppers to the area.

It also leads to more effective enforcement particularly those motorists who park illegally on corners causing obstructions to all road users (assuming the level of resources does not change) which in turn improve safety.

13. What is the justification for taking these measures?

There is inadequate parking space available to all those people wishing to park near their homes. This inadequacy creates significant problems for residents, visitors and businesses in accessing the area and undertaking their everyday activities.

The Uncontrolled area represents an inconsistency since some motorists parking in these streets are avoiding to buying permits live in existing CPZ i.e existing HY.

It could be argued that this situation is contrary to the Council's general policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys

Therefore, the justification is that the introduction of CPZ will mitigate the above issues.

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

The Council will monitor the operation of the CPZ in relation to the design of the scheme i.e number of parking bays provided and make sure there is a right balance in terms of available parking spaces for residents and visitors parking places and those holding blue badges.

Should you

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

No further immediate or future action has been identified except contacting those disabled residents who have raised concerns for their parking needs.

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

Not applicable.

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

The operational review/monitoring of the scheme will be undertaken by officers and funded through the existing/available revenue budget.

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

ANNEXE A - RESPONSES TO THE CONSULTATION

ANNEXE B - EQUALITY STRAND ANALYSIS

Signed by the manager undertaking the assessment:

Full name (in capitals please):

Tim Jackson

Date: 07-10-2011

Service Area and position in the council:

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

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

H Amir-Hosseini, Team Leader- Design Group

ANNEXE A – RESPONSES TO THE CONSULTATION

Responses to of the consultation

Summary

In total 1444 addresses (17 streets) were consulted and a good (21%) response was received. Overall 52% of respondents supported the proposals. The full results of the consultation and the main areas of concern from both supporters and opponents of the scheme are shown in Appendix B of this report.

The analysis shows, those streets located geographically close to the existing HY CPZ (Ambleside Road (65%), Curzon Crescent (62%), Inman Road (96%), Marian Way (78%), Northcote Road (100%), Oldfield Road (53%) and Redfern Road (68%)) supported the proposals. While the responses from Roundwood Road (47%) and Brownlow Road (44%) show close support to the proposals.

The analysis also shows, Church Road (32%), Goodson Road (25%), Hawkshead Road (33%), Leopold Road (39%), Outgate Road and West Ella Road (23%) opposed the proposals. Butler Road is private road and the results from Suffolk Road are split equally between support and opposition.

No formal objections are received to date.

Some of the comments received are as follows:

- The scheme is unfair and it's an extra tax payable by residents. No justification to pay to park.
- The scheme will damage business.

Considering each issue in turn

ANNEXE B - EQUALITY STRAND ANALYSIS

Introduction

The equality assessment is being undertaken to determine the impact of the proposal to implement HY CPZ extension.

This assesses the impact on the eight equality strands namely age; race; disability; gender; faith sexuality, maternity and pregnancy. Comments from the consultation process raised a concern that residents with mobility difficulties be disadvantaged due to implementation of CPZ.

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

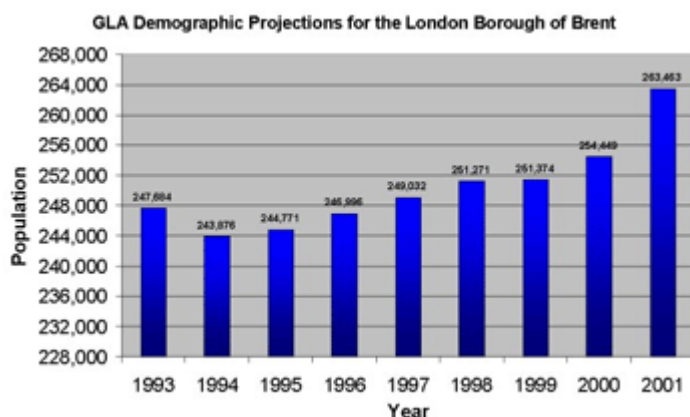
Potentially affected wards

The ward directly affected is Harlesden.

Brent's Population

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

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



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

1. Age Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

2. Race Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

3. Disability Equality

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand. There is the Blue Badge scheme managed by local authorities for people with severe mobility problems. It allows Blue Badge holders to park close to where they need to go; including on single or double yellow lines for up to three hours, except where there is a ban on loading or unloading or at 'on-street' parking meters and pay-and-display machines for free and for as long as they need to. In addition there are 22 disabled parking bays designated for blue badge holders.

4. Gender

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

5. Sexual Orientation

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

6. Faith

We have no reason to believe that the proposals would have greater or lesser effect on people on account of their faith.

7. Maternity

We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

8. Pregnancy

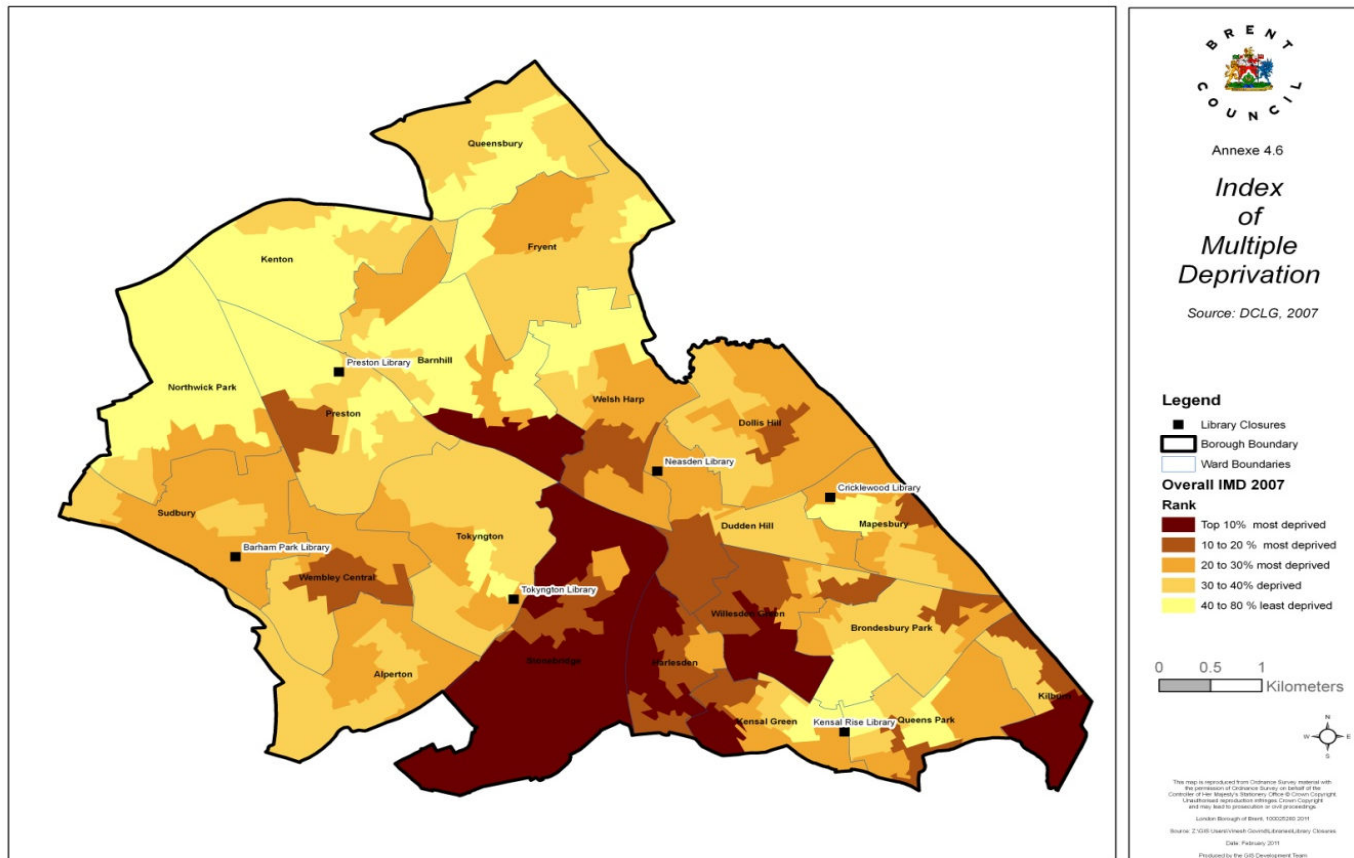
We have no reason to believe that the proposals would have a greater or lesser effect on this equality strand.

Income and Deprivation

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

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

The map below identifies areas of highest deprivation.



The table below ranks wards according to their IMD.

Deprivation

ODPM Indices of Deprivation 2004 (Ward level figures)								
Ward Name	IMD Rank	Rank of Income Domain	Rank of Employment Domain	Rank of Health Domain	Rank of Education Domain	Rank of Housing Domain	Rank of Crime Domain	Rank of Living env Domain
Alpertton	12416	9046	16582	21619	17212	2539	15327	17098
Barnhill	14371	10942	16579	17611	22538	3024	13507	23256
Brondesbury Park	12772	11650	14025	16489	25510	4065	7109	18142
Dollis Hill	12899	9024	14553	20129	18731	4104	15962	17636
Dudden Hill	12791	10532	14408	19566	21672	3934	9555	16698
Fryent	14706	10971	16499	20240	23624	4708	12843	15872
Harlesden	4089	2083	3849	10354	12764	3881	5702	12610
Kensal Green	8852	7534	9000	14626	19315	4968	8378	9834
Kenton	21567	19420	22680	23701	29313	5368	15927	19313
Kilburn	6312	5156	6397	9243	17028	4112	5377	16554
Mapesbury	11585	10031	11766	13904	24288	4821	9143	14884
Northwick Park	20070	17921	22460	23226	28333	3865	18161	20262
Preston	17282	12984	19279	21036	26374	4591	17907	19329
Queens Park	11518	10536	11522	15239	23013	5289	8839	11301
Queensbury	16652	12125	18695	21421	24726	4694	14805	20363
Stonebridge	3920	2115	5396	12528	11250	1698	8829	13042

Sudbury	11671	9312	15148	17486	22162	2285	11387	17735
Tokington	13109	10170	14522	20244	20934	3698	13336	18436
Welsh Harp	12020	9398	14648	20003	19233	3416	12767	12620
Wembley Central	9002	7052	11129	16146	17888	3746	7649	11216
Willesden Green	9244	6980	10168	14005	20878	3947	8902	13776

IMD and domains

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

IMD Ward Ranks

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

Areas of High Deprivation

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


Source: 2001 Census

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

In conclusion, Harlesden is classified the second highest level of deprivation when compared to other wards in the borough where CPZ's were operated successfully particularly majority of the Harlesden area is already covered by Controlled Parking which has successfully improved on streets parking for local residents and businesses. Therefore, there is no evidence to suggest that introducing a CPZ extension to an existing CPZ would significantly disadvantage local and businesses in this area.

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 <p>The logo of Brent Council, featuring a central coat of arms with a shield supported by a lion and a unicorn, surrounded by the words 'BRENT COUNCIL' in a circular arrangement.</p>	<p>Highways Committee 18th October 2011</p> <p>Report from the Head of Transportation</p>
For Action	Wards Affected: ALL
<p>Progress Report on 2011/12 Controlled Parking Zones (CPZ) programme.</p>	

1.0 Summary

1.1 This report advises the Committee of progress on the 2011/12 CPZ work programme.

2.0 Summary of recommendations

2.1 That Committee notes progress on the 2011/12 CPZ work programme as described within the report

2.2 That the Committee notes the objections received to zone MW review and agrees to retain the existing parking restrictions of Monday – Saturday, 8am-6.30pm.

3.0 Details

3.1 There a number of Controlled parking Zones (CPZs) within the Borough. From time to time there is a need to consider amending existing, or introducing new, CPZs. This undertaken only after public and statutory consultation has taken place.

3.2 Work is only undertaken on CPZ schemes within the CPZ work programme which is approved on an annual basis.

3.3 The 2011/12 CPZ work programme was approved by Highways Committee at their meeting on 23rd March 2011. Table 1 summarises the approved programme.

Table 1; 2011/12 approved CPZ works programme

Scheme	Ward	Estimated cost (£k)	Budget source
Completion of consultation, and implementation, if appropriate, of the extension of HY CPZ	Harlesden	25.0	Revenue
Consultation and implementation, if appropriate, of possible controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area east of Preston Road	Preston	25.0	Developer contribution
Consultation and implementation, if appropriate, of the extension of GA CPZ to include Anson Road, and Tracey, Henson and Gardiner Avenues	Mapesbury	30.0	Revenue
Implementation, if appropriate following review of statutory objections of changes to MW CPZ	Willesden Green, Mapesbury & Dudden Hill	5.0	Revenue
Consultation on, and implementation if appropriate, of controlled parking in the vicinity of the proposed Brent Civic Centre, Wembley	Tokington and Preston	100.0	Civic centre budget (planning obligation)
Consultation on, and implementation if appropriate, on the introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road.	Alperton	25.0	Developer contribution
Consultation on, and implementation if appropriate, on the introduction of controlled parking in the area south of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Avenue etc)	Fryent	30.0	To be determined
Adjustment of signage in existing CPZs	Various	90.0	Revenue
Total (£k)		330.0	

Progress summary

- 3.4 Consultation on proposals to extend the existing HY CPZ has been completed and the proposals flowing from that work are within a report elsewhere on the agenda.
- 3.5 Consultation on the possible introduction of controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area east of Preston Road has not yet taken place. Work will not take place until there is certainty over the timing and extent of the developer contribution that is anticipated to meet the costs of consultation and the introduction of controls (if they are considered appropriate).
- 3.6 Consultation on the extension of GA CPZ to include Anson Road and Tracey, Henson & Gardiner Avenues is programmed to take place in November 2011 with a view to implementing the extension before April 2012 if the results of consultation are positive.

3.7 The MW CPZ has been operational since 2002 and operates from 8am-6.30pm, Monday to Saturday. In response to local concerns about changing parking patterns and needs inside and outside the zone a review of the operation of the zone was undertaken in November 2009. The review included a questionnaire seeking views on issues such as satisfaction, the hours & days of operation, the provision of parking space and arrangements for visitors. The results of the review were reported to the Head of Transportation and, under delegated powers, he agreed a recommendation (amongst others) to undertake statutory consultation on changing the days of operation of the MW zone from Monday to Saturday to Monday to Friday. A copy of the delegated authority is shown in appendix A of this report.

Subsequent to the Head of Transportation's decision, notification letters were sent to all affected residents/businesses in the area in January 2010. During the statutory consultation period a number of objections were received to the proposed amendment (the removal of parking restrictions on Saturdays). The objections were received from residents and Councillors.

The chief concern was that the MW zone is a relatively large zone which incorporates very different parking needs. For example, roads to the north of the zone are not likely to be heavily parked even on a Saturday, being some distance from shops or, like Kenneth, with a number of premises having off street parking. However there was concern that changing operational times to Monday – Friday would lead to severe parking problems (on Saturdays) for residents living closest to the Walm Lane / Willesden High Road shops as they will be competing for kerbside parking space with shoppers.

These concerns are similar in nature and content to a number of responses made during the public consultation. Officers have considered the concerns and are of the view that they are well founded, not likely to be withdrawn and, if the changes were to be introduced as originally envisaged there would be a demand for a further review of the CPZ (which could not be satisfied bearing in mind current restraints on the programme) in the near future.

Officers are of the view that there is no over-riding operational reason to amend MW CPZ so that it does not operate on Saturdays although it is appreciated that not to do so would disappoint a number of residents who live in roads with lower levels of parking pressure on Saturdays and would support a reduction in the days of operation.

It is therefore recommended that Members note the objections to the proposed amendment of the zone MW operational days from Monday – Saturday to Monday – Friday and instruct officers to retain the existing operational times of Monday – Saturday, 8am-6.30pm.

3.8 Consultation on the possible introduction of a new CPZ in the vicinity of the proposed Brent Civic Centre is programmed to take place during November and December 2011. Preliminary proposals have been developed and consultation arrangements are currently being finalised in consultation with the Civic Centre project team.

- 3.9 Consultation on the possible introduction of controlled parking in the area bounded by Ealing Road, Carlyon Avenue, Abbeydale Road and Queensbury Road has been delayed whilst preliminary proposals are being developed and is now anticipated to take place in late 2012.
- 3.10 Consultation on the possible introduction of controlled parking in the area south of Kinsbury Station (eg Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Avenue) has been delayed whilst work to identify the extent and scale of local problems and a possible source of funding takes place.
- 3.11 Work on the adjustment and replacement of signage within a number of CPZs has taken place during 2011/12. This work has focussed on improving signage (and ensuring it is wholly consistent with existing Traffic Orders) in the C and W CPZs.

4.0 Financial Implications

- 4.1 There are no financial implications flowing from this report which is essentially an information item.
- 4.2 There will be a small saving (£3k approx.) from the decision not to progress changes to MW CPZ but this will be offset by an increase in the estimated cost of implementing the extension of HY CPZ.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, require the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 5.3 Members have authorised the Head of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks that they are minor or vexatious. If following the statutory consultation process it is considered the schemes or any of them should go ahead then the Head of Transportation is authorised to implement the schemes. This means a further report will not be brought before the Committee prior to implementation of schemes in the programme if there are no objections or only minor objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

6.1 There are no significant diversity implications associated with the proposals set out within this report.

7.0 Staffing/Accommodation Implications

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

8.0 Environmental Implications

8.1 The implementation of CPZ schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

Background Papers

L.B. Brent Parking Strategy (2002)

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

Traffic Management and Parking Guidance for London (GOL)

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

Contact Officers

Hossein AmirHosseini, Team Leader – Design 020 8937 5188

Tim Jackson, Head of Transportation – 020 8937 5151

Appendix A

Delegated Authority report MW review

AMENDMENT TO PARKING CONTROLS

LOCATION: CONTROLLED PARKING ZONE MW

To Tim Jackson – Head of Transportation

From Brenda Skews - Traffic Management

Date 8th January 2010

1.AUTHORITY TO MAKE A DECISION

At the November 2009 Highways Committee, the Committee agreed to delegate authority to decide on this scheme to the Head of Transportation.

2.BACKGROUND AND PROPOSAL

2.1 MW controlled parking zone has been operational since 2002 and operates from 8am – 6.30pm, Monday to Saturday.

2.2 The extent of the CPZ is shown on the drawing in Appendix 1. The CPZ comprises roads of predominantly residential properties but does include Willesden Green Station, retail premises on Walm Lane and is relatively close to the Cricklewood Broadway shopping area.

Aside from a small uncontrolled area to the north-west, the CPZ is surrounded by other CPZ's. To the North the zones operate from 10am – 9pm, Monday to Saturday. To the East the zone (MA) operates 10am -3pm, Monday – Friday. To the West the CPZ's operate 8.30am – 6.30pm, Monday to Friday.

2.3 In response to local concerns about changing parking patterns and needs inside and outside the zone a review of the operation of the zone has been undertaken. The review comprised a questionnaire seeking views on issues such as: satisfaction with the hours and days of operation, the provision of parking space and arrangements for visitors.

In response to specific concerns about the existence of 3 particular (parts of) roads within the MW CPZ, residents of those roads were consulted as to which CPZ they would like to live within.

3. CONSULTATION RESULTS

3.1 Consultation took place between 29th September and 27th November 2009. Initially the consultation was due to close on the 21st October but the period was extended to take account of the impact of the Autumn 2009 postal strike.

The consultation documentation is shown at Appendix 1. All residents and businesses within the existing MW CPZ were consulted. Willesden Green and Mapesbury Ward Members were included in the consultation.

An analysis of the results of the consultation results is provided at Appendix 2.

Tra-man\S&D\T9827\Correspondence

4. DISCUSSION

4.1 The (19.7%) response rate is relatively poor for a CPZ review, despite efforts to encourage participation and ensure that the response rate was not negatively impacted by the postal strike.

The responses indicate:

- a general level of satisfaction within the CPZ overall(around 65% very or fairly satisfied)
- a level of dissatisfaction with the level of enforcement (around 51% fairly or very dissatisfied)
- a general satisfaction with permit arrangements (around 62% very or fairly satisfied)

4.2 The responses indicate that there is general support for a change in operational days from Monday – Saturday to Monday to Friday (i.e. cessation of controls on Saturdays). Overall the majority(57%) of respondents supported this reduction in days of operation. Additionally in the majority of roads the majority of respondents supported this change.

4.3 The responses illustrate that there is no consensus around changing operational times. Of the responses to question 2 (on hours of operation) 38% supported retaining the status quo whilst 7% supported a "later start – later finish" (10am – 9pm) arrangements and 40% a "later start – earlier finish" (10am – 3pm) arrangement.

Although a narrow (2%) majority of respondents supported the "later start – earlier finish" times, consistent with CPZ MA (to the east), the majority of roads were in favour of retaining the status quo.

Additionally a number (around 5%) of respondents suggested alternative operational times. A variety of times were suggested but generally these were balanced between respondents that supported broadly daytime hours and those that favoured a later start.

4.4 The majority of respondents stated that it was difficult (63% found it fairly or very difficult) for visitors to park. It is not wholly clear how the respondents have come to this decision although the current times of operation will have impacted the lifestyle of residents and their visitors and hence their responses. Nevertheless it is proposed to make minor changes to controls which would have the general affect of increasing kerbside parking spaces and improving provision for all road users, including visitors.

4.5 The responses to question 8 indicate that, although there was a relatively low response rate (14%) the majority (41%) of respondents within parts of Walm Lane, St. Gabriels Road and Teignmouth Road including Lydford Road between Teignmouth Road and Walm Lane indicated that they would prefer to remain within MW CPZ rather than in the adjacent MA zone.

Tra-tman\S&D\TP827\Correspondence

5. SUMMARY

5.1 There has been a relatively low response rate to this review which may suggest, consistent with the responses to question 1, that residents and businesses are broadly satisfied with the zone.

5.2 The results of the consultation do not indicate a clear consensus of support for changing the operational times. As a consequence, and recognising the low response rate, officers could not support changing the operational times at this time. This will mean that the operational times will be consistent with the zones to the west rather than those to the east and north and may result in a continuation of boundary / displacement issues between those zones. Nevertheless there is insufficient evidence of consensus for change.

5.3 The results of the consultation do indicate a reasonable level of support for changing the days of operation to Monday – Friday. Accordingly officers recommend changing the days of operation. This may lead to boundary / displacement issues on roads close to the northern boundary but there is evidence of a consensus for change.

5.4 The results of the consultation indicate support amongst respondents from parts of Walm Lane, St. Gabriels Road and Teignmouth Road including Lydford Road between Teignmouth Road and Walm Lane to remain within CPZ MW. Officers therefore recommend that there is no change of boundaries between the two zones.

5.5 The changes outlined are not expected to impact on residents perceptions around enforcement. However the results of the consultation will be shared with the service responsible for parking enforcement (Streetcare) so as to inform future changes in enforcement approach and operations.

6. RECOMMENDATION

The Head of Transportation is recommended to (i) approve the advertising of the Traffic Management Order necessary to:

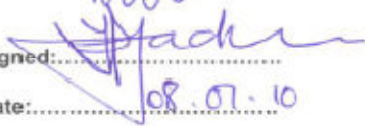
1. Change the days of operation of Zone MW from Monday to Saturday to Monday to Friday.
2. That the sections of Walm Lane, St Gabriels Road and Teignmouth Road including Lydford Road between Teignmouth Road and Walm Lane remain in Zone MW.
3. To make minor changes to the existing restrictions to improve safety and parking capacity.
4. That numbers 2 to 16 and 1 to 23 High Road, Willesden are eligible for permits for zone MW.

(ii) subject to the proper consideration of any representations subsequently received, implement the changes described.

APPENDICES

- 1. A copy of the Consultation document and Questionnaire
- 2. Consultation Results

AGREED / REJECTED

Signed: 

Date: 08.07.10

Tim Jackson
HEAD OF TRANSPORTATION

Tra-tnan\S&D\TP827\Correspondence

September 2009



Public Consultation

Review of Controlled Parking Zone MW

Dear Resident / Business,

Zone MW Controlled Parking Zone Review – Consultation Leaflet

You will be aware that the controlled parking zone which is in operation in your area was introduced in 2002 following successful consultations with the local community. 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,
- To reduce the level of traffic in the area by regulating parking on-street, and
- To attract more customers to the businesses – by allowing greater turnover of the parking spaces.

You are now invited to give us your views on how you think the CPZ is operating and on how the scheme could be improved by filling in the enclosed questionnaire. Issues which have prompted reviews of CPZ's elsewhere in the borough are, for example, the CPZ operational days and hours, insufficient permit holder or 'pay & display' bays and excessive lengths of 'yellow line' restrictions. You may wish to comment on these or any other issues which are of concern to you.

Zone MW Sections of Walm Lane, St Gabriel's Road and Teignmouth Road including Lydford Road between Teignmouth Road and Walm Lane.

Residents in zone MW sections, (as highlighted on drawing overleaf) of Walm Lane, St Gabriel's Road and Teignmouth Road have in the past asked to be included in the MA zone with the timing of Monday – Friday, 10am – 3pm.

Please ensure that only residents from the above sections of streets mentioned answer [Question 8](#) in order for an informed decision to be made on whether you would still like to be included in zone MA or remain in zone MW.

The result of the consultation along with officers' recommendations will be reported to the November 2009 Highways Committee meeting for a decision. Once a decision is made you will be informed accordingly.

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

Tim Jackson
Head of Transportation

We are consulting residents / businesses in this area



Your views are important to us

Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Only the questionnaire issued by the Council should be used to respond to this consultation and no photocopies or other material will be considered.

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

All properties within the consultation area shown on the plan, Local and Statutory Groups, Emergency Services and Ward Councilors are being consulted.

If you would like further information please contact:


Brenda Skeews
Senior Traffic Engineer
Policy and Design
London Borough of Brent
Tel: 020 8937 5189

Technical Support
Policy and Design
London Borough of Brent
Tel: 020 8937 5185

**If you require this document in larger print please telephone
0208 937 5132 / 5185**



Tra-man\S&D\T7827\Correspondence



Questionnaire
Controlled Parking Zone MW
Please complete and return



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. Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **21st October 2009**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

Consultation results will be available on our website. Please go to www.brent.gov.uk/consultation. Results will be available within 1 month of the November 2009 Highways Committee meeting.

Only one reply per household or business will be accepted.

**If you require this document in larger print please
telephone 0208 937 5132 or 5185**



T:\man\S&D\T7827\Correspondence

Question 1
<p>How satisfied are you with the CPZ overall?</p> <p>Very satisfied <input type="checkbox"/> Fairly satisfied <input type="checkbox"/> Fairly dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Don't know <input type="checkbox"/></p>
Question 2
<p>What would you like the CPZ operational hours to be?</p> <p>Remain unchanged <input type="checkbox"/> 10.00am – 9.00 pm <input type="checkbox"/> 10.00am – 3.00pm <input type="checkbox"/> Your preferred hours of restriction:</p>
Question 3
<p>What would you like the CPZ operational days to be?</p> <p>Remain unchanged <input type="checkbox"/> Monday - Friday <input type="checkbox"/> Monday - Sunday <input type="checkbox"/></p>
Question 4
<p>Do you think enough parking spaces have been provided for?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/></p>
Question 5
<p>If you have visitors, how easy is it for them to park?</p> <p>Very easy <input type="checkbox"/> Fairly easy <input type="checkbox"/> Fairly difficult <input type="checkbox"/> Very difficult <input type="checkbox"/> Don't know <input type="checkbox"/></p>
Question 6
<p>How satisfied are you with the current level of parking enforcement?</p> <p>Very satisfied <input type="checkbox"/> Fairly satisfied <input type="checkbox"/> Fairly dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Don't know <input type="checkbox"/></p>
Question 7
<p>How satisfied are you with the arrangements for getting permits?</p> <p>Very satisfied <input type="checkbox"/> Fairly satisfied <input type="checkbox"/> Fairly dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Don't know <input type="checkbox"/></p>
Question 8 - Zone MW Sections of Walm Lane, St Gabriel's Road and Teignmouth Road including Lydford Road between Teignmouth Road and Walm Lane.
<p>Would you like to remain in Zone MW or be included in Zone MA?</p> <p>Remain in Zone MW <input type="checkbox"/> Change to Zone MA <input type="checkbox"/></p>
<p>Thank you for taking the time to complete this questionnaire. If you have any further comments please use a separate sheet of paper.</p>



Equalities Monitoring Questionnaire

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

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

We would appreciate your help by completing the following questionnaire and returning it to: Transportation Service Unit, Brent House, 345-357 High Road, Wembley, Middlesex, HA9 6EZ.

1) Your first and last name:

2) Your address:

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

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

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

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

5) What is your gender? Female Male

6) To which age group do you belong?

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

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Translation Request

<p>If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley, Monday to Friday 9am to 5pm Telephone: 020 8937 5185/5132</p>	ENGLISH
<p>සමස්ත ප්‍රශ්න සඳහාද මෙම විද්‍යාලයේ එක්-ස්ටොප් ෂොප් සමඟ සම්බන්ධ වන්න. එක්-ස්ටොප් ෂොප්, ජාතික පාරේ, වෙම්බ්ලේ, සඳුදා සිට පැය 9 සිට පැය 5 දක්වා. දුරකථන අංකය: 020 8937 5185/5132</p>	TAMIL
<p>إذا كنت تجد صعوبة في فهم هذا الوثيقة باللغة الإنجليزية يرجى الاتصال مع وان ستوب شوب في دار البلدية على عنوان: One-Stop Shop at the Town Hall, Forty Lane, Wembley ما بين الساعة 9 صباحا و 5 مساءً بعد الظهر أيام الاثنين إلى الجمعة على هاتف 020 8937 5185/5132</p>	ARABIC
<p>Nëse keni vështirësi ta kuptoni këtë në anglisht, ju lutemi kontaktoni Ore-Stop Shop në adresën Town Hall, Forty Lane, Wembley, nga e Hëna deri të Premten në orarin 9parrditë - 5pasdite, Telefoni 020 8937 5185/5132</p>	ALBANIAN
<p>Jeżeli macie Państwo problemy ze zrozumieniem tej informacji w języku angielskim, prosimy o kontakt z One-Stop Shop, jaki mieśc się pod adresem Town Hall, Forty Lane, Wembey, od poniedziałku do piątku, w godz. od 9.00 do 17.00, numer telefonu: 020 8937 5185/5132</p>	POLISH
<p>I hekkii aad dhib kale kulente in aad tani ku fahanto luqada Ingiriisida, fedlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha Ska subaxnimo ilaa Sta galabnimo. Telefoon 020 8937 5185/5132</p>	SOMALI
<p>જો તમે આ ઊંચિત્ર અધિકારી સમક્ષમાં સમસ્યામાં મુકેલી પાત્રી હોય તો, કૃપા કરી 9 વાગે સુધી એક-સ્વોપ-શોપ (One-Stop Shop), Town Hall, Forty Lane, Wembley માં સંપર્ક કરી શુક્રવાર સવારના 9 થી સંજના 5 વાગે સુધી સંપર્ક કરી શકો છો. ડિલિફોન: 020 8937 5185/5132</p>	GUJARATI
<p>اگر آپ کو کھتے ہیں کہ آپ کو اس کے بارے میں کوئی سوال ہے تو براہ کرم اس سے رابطہ کریں۔ جس کا پتہ ہے: Forty Lane, Wembley فون نمبر: 020 8937 5185/5132۔ یہ سہ ماہی سروس 9 بجے تک چلے گا۔</p>	URDU
<p>इच्छित्त के लेी त्तुं यह दस्तवेतु उक्त जानकारी कथल के न उक्त के कथल दस्तव उक्त के कथ-दस्तव-उक्त से कथल करे। पता है: Forty Lane, Wembley फोन नंबर 020 8937 5185/5132 कथल कथलक के कथल उक्त के न उक्त कथल करे कथल।</p>	HINDI
<p>ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆ ਰਹੀ ਹੈ ਤਾਂ ਟਾਊਨ ਹਾਲ ਫੋਰਟੀ ਲੇਨ ਵੇਮਬਲੀ ਵੱਲ ਸੰਪਰਕ ਕਰੋ। ਹਾਲ ਸੰਪਰਕ 9 ਵਜੇ ਤੋਂ ਸ਼ਾਮ 5 ਵਜੇ ਤੱਕ ਸੰਪਰਕ ਕਰਨ ਦੀ ਗੁਣਾ ਕਰੋ। ਟੈਲੀਫੋਨ 020 8937 5185/5132</p>	PUNJABI

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9am – 6.30pm	10am – 12pm x 2 residents
9am – 6pm	10am – 6pm x 2 residents
8am – 10am & 4pm – 7pm	11am – 3pm
10am – 5pm x 2 residents	10am – 2.45pm
24 hours	

Q3. What would you like the CPZ operational days to be?

Remain Unchanged	Monday - Friday	Monday - Sunday
170	312	54
30.8%	66.6%	9.8%

Q4. Do you think enough parking space have been provided?

Yes	No	Don't Know
246	217	75
44.6%	39.3%	13.6%

Q5. If you have visitors, how easy is it for them to park?

Very Easy	Fairly Easy	Fairly Difficult	Very Difficult	Don't Know
4	67	223	122	24
0.7%	12%	40.5%	22%	4.3%

Q6. How satisfied are you with the current level of parking enforcement?

Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't Know
24	120	213	75	61
4.4%	21.8%	38.6%	13.2%	11%

Q7. How satisfied are you with the arrangements for parking permits?

Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't know
138	205	58	65	44
25%	37.2%	10.5%	11.8%	8%

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Q8. Zone MW Sections of Walm Lane, St. Gabriels Road and Teignmouth Road including Lydford Road between Teignmouth Road and Walm Lane. Would you like to remain in Zone MW or to be included in Zone MA?

Questionnaires sent to above area	616	71.0%
Questionnaires Received	87	14.1%
Remain in Zone MW	36	41%
Change to Zone MA	27	31.3%

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