



Highways Committee

Thursday, 17 September 2009 at 7.00 pm

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

Membership:

Members

Councillors:

D Brown (Chair)
Wharton (Vice-Chair)
Detre
Matthews
Van Colle

First alternates

Councillors:

Lorber
Sneddon
Blackman
Allie
Colwill

Second alternates

Councillors:

Allie
Lorber
Colwill
Sneddon
Blackman

For further information contact: Maureen O'Sullivan, Democratic Services Officer
020 8937 1357 maureen.o'sullivan@brent.gov.uk

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

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 Introductions, if appropriate, and apologies for absence	
2 Declarations of interest	
Members are invited to declare at this stage of the meeting any personal and prejudicial interests relating to the items on this agenda.	
3 Minutes of the previous meeting, held on 21 July 2009	1 - 12
4 Matters arising	
5 Deputations	
6 Petitions	
7 Progress Report on Controlled Parking Zones Programme	13 - 48
Report from the Head of Transportation.	
This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since progress was last reported in July 2009.	
8 Date of next meeting	
The next meeting of the Highways Committee is scheduled for Wednesday 18 November 2009.	
9 Any other urgent business	
Notice of items to be raised under this heading must be given in advance and in writing to the Head of Democratic Services or his representative in accordance with Standing Order No 64.	



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

This page is intentionally left blank

Agenda Item 3

MINUTES OF THE HIGHWAYS COMMITTEE **Tuesday, 21st July 2009 at 7.00 pm**

PRESENT: Councillor D Brown (Chair) and Councillors Detre, Matthews and Van Colle.

An apology for absence was received from Councillor Wharton.

Councillors Baker, Dunwell, Hashmi, John, Joseph, Long, Moloney and H B Patel also attended the meeting.

1. Election of Chair and Vice Chair

Nominations were invited for the position of Chair of the Highways Committee for the Municipal Year 2009/2010. Councillor D Brown was proposed and seconded. There were no other nominations.

RESOLVED:-

that Councillor D Brown be elected Chair of the Highways Committee for the Municipal Year 2009/2010.

Nominations were invited for the position of Vice Chair of the Highways Committee for the Municipal Year 2009/2010. Councillor Wharton was proposed and seconded. There were no other nominations.

RESOLVED:-

that Councillor Wharton be elected Vice Chair of the Highways Committee for the Municipal Year 2009/2010.

2. Declarations of Interest

There were none.

3. Minutes of the Previous Meeting Held on 19th March 2009

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 19th March 2009 be received and approved as an accurate record.

4. Matters Arising

There were none.

5. **Petitions**

The Committee noted that the following petitions had been received containing in excess of 50 signatures:-

(i) **Request for a Pedestrian Footbridge at the Junction of the North Circular Road and Brentfield Road**

This petition, submitted by the councillors of Stonebridge Ward on behalf of local residents, stated that:-

“We the undersigned are deeply saddened by the tragic death of Richie McDonagh and we call on Brent Council to work with Transport for London and the Mayor of London to ensure that a pedestrian footbridge is provided at the junction of the North Circular Road with Brentfield Road to improve public safety and prevent further deaths.”

Councillor John, ward councillor for the area concerned, spoke in support of the petition. She stated that residents who used the existing pedestrian crossing facilities at the junction had frequently commented on the danger of this crossing and that older persons, disabled persons and those with pushchairs often remained stuck on the pedestrian island in the middle of the road for a considerable length of time. Councillor John felt that in view of its location and design and the fact that it was the only pedestrian crossing in the vicinity, that the recent fatality was inevitable. She suggested that more extensive measures were required to address this issue than that recommended in the report, stating that a grade separation crossing such as a footbridge was the ideal solution. Although such a measure would be more expensive, Councillor John felt that it was justified in view of the risk posed to pedestrians with street level crossings in this location and that it could be included as part of the regeneration of the North Circular Road area. Members heard that the petition included support from residents on both sides of the North Circular Road.

Councillor Moloney, ward councillor for the area concerned, also spoke in support of the petition. He stated that the North Circular Road had become even busier since Neasden Temple and a large Ikea Store had been built and a community centre, 2 schools, a special school and a church were in close proximity to the junction. In view of this, the need to improve pedestrian safety was even greater and Councillor Moloney felt that the traffic island presented a significant risk to pedestrians. He concurred with Councillor John that a pedestrian footbridge should be introduced to the junction as a first step to the regeneration of the North Circular Road area and he felt that if necessary the issue should be pursued with the Mayor of London's office.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appears under item 6.

(ii) **Request for Action on Harlesden's Parking Problems**

This petition, submitted by Councillor Long on behalf of local residents stated that:-

"We want Brent Council to take action to resolve the traffic problems in Harlesden Town Centre. We want the Council to:

- Review zone H and in the meantime
- Allow zone H permit holders to park in zones HS and HW
- Enforce parking with no permit in Craven Park Road and the High Street
- Enforce double parking
- Repaint the lines for parking bays."

Councillor Long, representing the petitioners, clarified that the petition specifically referred to the area around Craven Park Road and Manor Park Road. Members heard that residents wished that a consultation be undertaken in the area to specifically consider the issues raised in the petition. Councillor Long then stated the issues needing to be addressed, including the lack of enforcement in Craven Park Road, including unloading in sections of the road where there were no loading bays, problems caused by shared parking bays in CPZ Zone H and enforcement action against double parking. The Committee heard that the Harlesden Town Centre Panel had yet to meet, however it could request that the police prioritise this area for enforcement.

RESOLVED:-

that the contents of the petition be noted.

A report relating to this petition appears under item 8 in the agenda

(iii) **Against Proposed Changes to Controlled Parking Zone Scheme HW**

This petition, submitted by the Rucklidge Avenue Residents' Association and local residents, stated that:-

"We the undersigned residents of Brent London are strongly opposed to the proposed changes in CPZ Hours in HW zone. We urge the Council to reconsider this and retain the existing hours of Monday to Saturday."

Mr Jahes, speaking on behalf of the petition organiser, expressed petitioners' satisfaction that the operational hours of Controlled Parking Zone (CPZ) Zone HW were recommended to be retained. He stated that some roads within Zone HW, such as Harlesden Gardens, had a number of properties that had been split into flats which increased the number of vehicles in the road, placing more pressure on parking spaces, requiring an even greater need to retain the existing operational hours. The number of restaurants and cafes in the area also exacerbated parking problems. Mr Jahes felt that it would be imprudent to increase the area for HW Zone and he suggested that future reviews should also include an investigation of traffic flows.

RESOLVED:-

that the contents of the petition be noted.

A report relating to this petition appears under item 8 in the agenda.

(iv) **Request to Introduce Limited Parking Restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road**

This petition, submitted by local residents, stated that:-

"We the residents of Northwick Park ward petition Brent Council to introduce limited parking restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road to prevent commuters from blocking access."

RESOLVED:-

that the contents of the petition be noted.

A report relating to this petition appears under item 8 in the agenda.

(v) **Against Proposed Local Safety Scheme in Harrow Road**

This petition, submitted by local residents, stated that:-

"The adoption of this plan in its present form could seriously cause environmental problems to the residents of Neeld Crescent and surrounding areas. There already exists a traffic problem in Neeld Crescent during certain times of the day. The road is narrow with parking permitted on the north side. The south side has a single yellow line that allows single file traffic only along the road. Shutting the exit from Oakington Manor Drive onto the Harrow Road by the Greyhound Public House, and making Neeld Crescent the most northerly exit from the estate will probably cause extra problems for the residents."

Robert Bonner, representing the petitioners, stated that the scheme as proposed had raised a number of concerns with local residents. Robert

Bonner expressed doubt that the scheme would reduce speeds, whilst the proposed pedestrian island was too close to Neeld Crescent and exacerbate traffic congestion, whilst also being located too far from the schools that it could facilitate pedestrian crossings for. With regard to preventing access into Harrow Road from Oakington Manor Drive, Robert Bonner stated that this would increase traffic volume along Neeld Crescent which was already heavily used. He asserted that the Planning Service had indicated that a site in close proximity was due to be developed and would therefore have an impact on traffic volume and flow. In view of these concerns, Robert Bonner requested that the scheme be deferred until the implications of the development were known. The Chair agreed to Robert Bonner's request to circulate photographs of Neeld Crescent to the Committee.

RESOLVED:-

that the contents of the petition be noted.

A report regarding this petition appears under item 9 in the agenda.

6. Petition for a Footbridge over the North Circular Road by Drury Way

Peter Boddy (Team Leader, Traffic Management, Transportation Unit) introduced the report and advised Members that Transport for London (TfL) is the Traffic and Highways Authority for the North Circular Road and therefore the Council could not take direct action to address the concerns of the petitioners, but seek TfL support to undertake measures. He commented that the Council had been involved with discussions with TfL for a considerable length of time concerning inadequate pedestrian facilities at the junction of the North Circular Road and Brentfield Road. This resulted in TfL appointing a consultant in 2007 to undertake a study to investigate improving pedestrian facilities at this junction and following further discussions with TfL, the Metropolitan Police, other transport partners and the Council, it was decided that an improved surface level crossing be pursued. The Committee was advised that the footbridge option was not considered viable on the grounds that it can create inconvenience and difficulty for more vulnerable users, that the longer travel distances and inconveniences could dissuade even able bodied users and because of the high costs involved in building a footbridge and acquiring the private land necessary. Peter Boddy advised that the study commissioned by TfL had recommended the redesign of a surface level crossing with revised timings to reduce delays to pedestrians. The report recommended that the Council continue to work with TfL to secure the implementation of the improvements as detailed within the study. Peter Boddy added that if this was not secured then the Head of Transportation would seek to pursue the matter with the Commissioner of TfL.

Councillor Van Colle advised that he had been in discussions with TfL recently on this matter and some other changes, such as raising the level

of traffic lights, were also being evaluated. He stated that TfL were aware that the Council was not satisfied with the present facilities and liaison with TfL would continue to obtain an improved and safer pedestrian crossing. Members heard that a minor works programme to improve pedestrian facilities at this junction may possibly be accommodated by TfL's existing budget. Councillor Detre echoed Councillor Van Colle's comments and stressed the need to pursue TfL to introduce a redesign of the present pedestrian facilities.

RESOLVED:-

- (i) that the contents of the petition be noted; and
- (ii) that it be agreed that officers work with TfL for the introduction of improved surface level pedestrian facilities at the junction of the North Circular Road and Drury Way, and that the petitioner be informed of the outcomes of the petition.

7. Progress Report on the Controlled Parking Zones Programme

Hossein Amir-Hosseini (Team Leader, Traffic Management, Transportation Unit) drew Members' attention to the supplementary information circulated at the meeting and the recommendations included within.

Councillor Joseph, speaking in her capacity as a ward councillor for the area concerned, addressed issues relating to CPZ HW Zone. In noting that HW Zone covered an extensive area, Councillor Joseph felt that it was important for the roads nearer Harlesden Town Centre to retain the existing operational hours Monday to Saturday because of the pressure on parking spaces in this area. In addition, she explained that she had received a letter from a local Neighbourhood Watch Scheme organisation that was against the change, citing examples of commercial operators in this area parking their vehicles from Friday night. However, she pointed out that other parts, such as Holland Road, may benefit from smaller operating hours for Monday to Friday only, and residents of this road had requested this change in a petition.

Councillor Long, speaking in her capacity as ward councillor for the area concerned, stated that residents in Harlesden ward who were part of CPZ Zone HW had not been consulted and would be against any change to operational times. She also commented that roads nearer to Harlesden Town Centre had different needs in respect of parking restrictions than those further away and that this was an important point to consider.

Jack Sayers spoke on behalf of petitioners in respect of a petition submitted by the Brent Cricklewood Forum that was against proposals to reduce the operational hours of CPZ Zone GA from 10.00am to 9.00pm Monday to Saturday to 10.00am to 3.00pm. He stated that the petition contained some 70 signatures and most roads in the zone were against

any change to present operational hours, with only Sneyd Road and Meredith Avenue showing any substantive support for change. Jack Sayers expressed criticism of the appearance of the packaging of the consultation documents, stating that it could easily be mistaken for junk mail and he suggested that each consultation document be individually addressed to properties with names taken from the Electoral Register. He also suggested that residents of CPZ Zone GM were also against any change to their zone and wished the operational hours to remain 10am to 9.00pm.

Judy Langley, representing Mapesbury Residents' Association, addressed the Committee in respect of the CPZ Zone GA review. She stated that the consultation during the review had been extensive and that over 75% of respondents supported changes to the existing scheme. Judy Langley suggested that the proposed alternative operational hours of 10.00am to 3.00pm would be too great a change and that 10.00am to 6.00pm Monday to Saturday would be more appropriate, as this would prevent those who finished work at earlier times and who lived outside Zone GA from using these parking spaces to avoid paying for a permit. She also felt that commuter parking and dumping of vehicles, which had been a problem prior to any parking control scheme had been in place, had been addressed by introducing Zone GA, however these issues could continue to be controlled without the need to retain the longer operational hours currently in place.

In response to the petition concerning CPZ Zone GA, Tim Jackson (Head of Transportation) acknowledged that the petition could be classified as a significant objection to changes to the operational hours in response to the statutory consultation process and therefore he confirmed that the proposals would be further considered at a future meeting of the Highways Committee.

During Members' discussion, the Committee agreed to Councillor Detre's suggestion that a meeting also take place with residents and officers when considering any measures with regard to the petition requesting the introduction of limited parking restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road.

RESOLVED:-

- (i) that the outcome of the informal consultation with residents and businesses of Bridge Road (part) be noted and that it be agreed that the shared use (pay and display) parking proposals be withdrawn;
- (ii) that the results of the informal CPZ Zone G review consultation be noted;
- (iii) that it be agreed to maintain the current operational times of CPZ Zone G (Monday to Saturday, 8.00am to 6.30pm) and to the

amendments to the scheme as set out in paragraph 2.2.3 of the supplementary report;

- (iv) that the contents of the petition in relation to parking in Harlesden Town Centre be noted;
- (v) that the incorporation of a review of parking controls within the Harlesden Town Centre Area Based Scheme bid being developed for submission to TfL be agreed and that a review of the H, HS and HW CPZ zones be prioritised for inclusion within the Council's 2010/2011 work programme in the event that the bid to TfL is unsuccessful;
- (vi) that it be noted that additional enforcement and the re-marking of faded parking bays be arranged, as appropriate, in response to the concerns raised in the Harlesden Town Centre petition;
- (vii) that the contents of the petition concerning CPZ Scheme HW be noted;
- (viii) that having noted the strong objection to the reduction of the operational days in CPZ Zone HW, that it be agreed to retain the existing operational times of Monday to Saturday, 8.00am to 6.30pm;
- (ix) that the contents of the petition with regard to Pebworth Road, Amery Road, Carlton Avenue West and Norval Road be noted and that it be agreed that officers meet with local residents to draw up proposals to address parking and traffic management options; and
- (x) that the petitioner of each of the 3 petitions received be informed of the outcome of their respective petitions.

8. Harrow Road Local Safety Scheme

Peter Boddy introduced the report and advised that investigations into introducing a local safety scheme had been undertaken as a result of surveys identifying a high number of personal injury accidents on the stretch of Harrow Road between the Triangle and the North Circular Road. The Local Safety Scheme proposed was consulted upon with local residents in May/June 2009, with 45% of respondents in favour of the scheme and 50% against. In response to the concerns raised in the consultation and the petition received against the scheme, Peter Boddy advised that no access from Oakington Manor Drive into Harrow Road was essential to the scheme as this addressed the number of personal injury accidents in Harrow Road and any alternative was likely to be ignored by motorists, cause displacement of the problem elsewhere or generate greater abuse of the existing right turn ban out of Oakington Manor Drive. With regard to concerns about increased traffic levels on Neeld Crescent,

Members heard that the proposed traffic lights would reduce congestion and queuing, even taking into account the anticipated increase in traffic volume. With regard to opposition to a one way system on Jesmond Avenue and Clifton Avenue, Peter Boddy advised that this proposal had been withdrawn as this only offered a small benefit to the scheme overall. Members heard that officers had held a meeting with the petitioners, although no further measures had been agreed. Peter Boddy advised that that the location of the proposed pedestrian island and crossing point could be reconsidered and consultation could be undertaken with regard to introducing an informal crossing.

During discussion, Councillor Van Colle expressed concern that an additional set of traffic lights in Harrow Road could exacerbate the problems with traffic flow in this road. With regard to the site allocated for development, he felt that this may cause the need to modify the traffic measures proposed. Councillor Van Colle also suggested that this area could be considered for a Shared Space scheme in future. Councillor Detre requested that he receive a briefing on how Shared Space schemes operate.

The Chair enquired if any other measures could be considered to address traffic volumes in Neeld Crescent. He stated that there would not be an additional set of traffic lights in Harrow Road, but that a set of them was to be relocated.

In reply to the issues raised, Peter Boddy acknowledged that Neeld Crescent experienced heavy traffic, however he felt that the introduction of traffic lights would provide a significant improvement in terms of congestion. Tim Jackson added that although the traffic lights in each location would slow traffic, it would bring considerable safety benefits and help reduce the number of personal injury accidents that the scheme was designed to address. He also advised that any area could be considered for a Shared Space scheme and the Council could raise this issue with TfL with regard to this location if it was considered appropriate.

RESOLVED:-

- (i) that the contents of the petition and the issues raised during the consultation be noted;
- (ii) that it be agreed to implement the modified Local Safety Scheme, and that the petitioner be informed of the outcomes of the petition; and
- (iii) that the Head of Transportation be authorised to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer them back to this Committee where he thinks appropriate or to implement the order if there are no

objections, or he considers the objections or representations are groundless or insignificant.

9. Kilburn High Road – Waiting and Loading Review

Members considered the report on Kilburn High Road – Waiting and Loading Review that was before them.

RESOLVED:-

- (i) that the Transportation Unit carry out both informal and statutory consultation on the proposed scheme as detailed in the report and shown on the appended scheme drawings; and
- (ii) that the Head of Transportation be authorised to consider objections and representations during the statutory consultation mentioned within the Detail section of the report and he reports back to Members if there are substantial objections or concerns raised, otherwise he be authorised to implement the scheme.

10. Date of Next Meeting

It was noted that the next meeting of the Highways Committee was scheduled for Thursday, 17th September 2009.

11. Any Other Urgent Business

Windermere 20 mph Zone

Members had before them a briefing note advising them that the Council had referred the Windermere 20 mph Zone Scheme back to the Committee for further consideration following the Council meeting of 13th July 2009.

With the agreement of the Chair, Jean Leon-Soon, a local resident, was permitted to address the Committee on this item. She stated that although residents welcomed speed reductions in the area, speed cushions were unnecessary for cul-de-sacs as these roads were not serving a particular route and were already heavily parked. Members heard that Phil Rankmore, the Head of Special Projects, Transportation, had been notified by residents of the excessiveness of installing some 83 speed cushions in total for the Zone. Jean Leon-Soon added that there had only been 1 road fatality in the area for 40 years, which had not in any case been due to speeding, and therefore she thought the measures disproportionate to the traffic safety needs of the area. She requested that officers re-investigate the area and that residents be re-consulted so that their views are fully taken into account.

Councillor H B Patel, speaking in his capacity as Ward Councillor for the area, stated that of the 15 accidents in the past 5 years, 13 of these were of

a minor nature and that the introduction of a yellow box junction along Windermere Avenue had been effective in preventing accidents. He queried whether speed cushions were necessary in improving traffic safety, in particular for the cul-de-sacs which were heavily parked and where speeding would be difficult to achieve. With regard to the consultation, Councillor H B Patel asserted that one of the roads consulted was not within the 20 mph zone, whilst the consultation document was flawed as the questions posed were of too general a nature. Councillor H B Patel concluded by stating that residents were against the present scheme format and therefore he requested that they be re-consulted.

During discussion by Members, Councillor Detre commented that realistically it would not be possible for speeding to take place in the cul-de-sacs and therefore that it would be sensible not to implement speed cushions to such roads. Councillor Van Colle commented that introducing speed cushions to cul-de-sacs may not be the most effective use of funds and he felt that the scheme had been supported during the consultation because residents had wanted to slow traffic speed on the main roads. He felt that it would be prudent to re-consult residents, rather than introducing the scheme in its current format, even if it risked meaning the scheme could not be implemented for a few years. Councillor Van Colle enquired whether such a scheme could be legally implemented without the need to introduce speed cushions to cul-de-sacs. The Chair enquired about the number of cul-de-sacs where speed cushions were proposed and whether the scheme was enforceable without such measures for these roads.


In response, Peter Boddy advised that it was Council, TfL and Government policy to reduce speeds to 20 mph for all residential roads and that the Council was rolling out such a programme across the Borough. Priority was based on a number of factors including the number of accidents, schools and parks in the area. He confirmed that 59% of respondents supported the scheme and 39% against during the consultation and that there had been no objections received during the statutory consultation. Peter Boddy also confirmed that it was a legal requirement to have speed cushions for roads in a 20 mph zone. Members heard that speed cushions had been proposed for 7 cul-de-sacs and that if these were not introduced, the legal speed limit for these roads would be 30 mph.

Irfan Malik (Assistant Director – Streets and Transportation, Environment and Culture) and Tim Jackson both concurred that the scheme could be amended to not include speed cushions for the cul-de-sacs and therefore exclude these roads from the scheme. Tim Jackson advised that there were risks of challenge and future loss of support from the Police to traffic calming projects from this approach but that, in his view, those risks were low. Officers then confirmed that the scheme was to be amended so that the 7 cul-de-sacs initially proposed for inclusion and as referred to in the reference from the Council, namely Fernleigh Court, First Avenue, Second Avenue, Third Avenue, Ennerdale Gardens, Conway Gardens and Arnside

Gardens, were not to be included in the 20 mph Zone Scheme. The Committee endorsed the amendment to the scheme.

The meeting ended at 8.35 pm.

D BROWN
Chair

	<p style="text-align: center;">Highways Committee 17th September 2009</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: ALL
Progress Report on Controlled Parking Zones Programme	

Forward Plan Ref: **E&C-09/10**

1.0 Summary

- 1.1 This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since progress was last reported in July 2009.

2.0 Recommendations

- 2.1 That Committee considers the outcome of the consultation with residents of Dorchester Way, Kenton area to introduce a controlled parking scheme as detailed in paragraphs 3.1 to 3.6 and agrees that officers should not proceed with the proposal on this street. Additionally, in order to alleviate the problems of unsafe parking, the Committee agrees to the introduction of double yellow lines at junctions and around pedestrian islands in Dorchester Way, as requested by residents and subject to statutory consultation and residents engagement.
- 2.2 That Committee considers the outcome of the consultation with residents and businesses of the zone E extension area as detailed in paragraphs 3.7 to 3.15 and approves the inclusion of Kathleen Avenue and Victor Grove to zone E CPZ subject to statutory consultation. Additionally, officers recommend for the installation of double yellow lines at all the junctions within the consulted area in order alleviate the problems caused by obstructive and dangerous parking, subject to statutory consultation and residents engagement.
- 2.3 That Committee notes the outcome of the consultation with residents and businesses of zone SH extension area as detailed in paragraphs 3.16 to 3.20 and agrees that the CPZ proposals be withdrawn.
- 2.4 That Committee notes the concerns of residents from Park View Road, Neasden area as detailed in paragraphs 3.21 to 3.24 and agrees not to

proceed with the removal of the controlled parking restrictions from Park View Road (Zone NT).

2.5 That Committee notes the survey undertaken by the Northwick Park Residents Association as detailed in 3.25 and 3.26, and agrees for officers to meet with residents' association representatives to discuss the issues raised and formulate options that will alleviate the parking problems in the area.

2.6 That Committee authorises the Head of Transportation to consider objections and representations during the statutory consultation mentioned within the details section of this report and that the Head of Transportation report back to members, if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Details

Proposed Dorchester Way Area CPZ - Appendix A

3.1 At the November 2008 Highways Committee meeting, Members were briefed about a petition from residents of Dorchester Way requesting a new CPZ with shorter hours of parking restriction on the road. Members noted the petition and asked officers to investigate and discuss the matters with the main petitioner, ward councillors and relevant resident associations.

3.2 Officers have since carried out site investigations and observed that vehicles were parked indiscriminately on both sides of the road, particularly along the northern section near the Jewish Free School. Officers also met with residents of the street and were told that students and visitors to the School undertaking commuter parking presented the main cause of parking stress.

3.3 During the meetings, residents suggested that the Council should implement shorter hours of parking restriction along the road. They also requested the introduction of double yellow lines at junctions in order to alleviate the problems caused by obstructive and dangerous parking.

3.4 Informal consultation on a proposal to introduce shorter hours of parking restrictions was carried out in July / August 09. A copy of the consultation material is shown at appendix A. A summary of the consultation results is provided below;

Total questionnaires sent out:	178
Total questionnaires returned:	80
Percentage response:	45%

3.5 Questionnaire analysis:

1	Would you like a controlled parking zone in your street?	Yes 33	No 47
---	--	------------------	-----------------

2	What are your preferred days of operation?	Mon-Fri 37	Mon-Sat 7
---	--	----------------------	---------------------

3	What are your preferred times of operation?	10am-Noon 21	8.30am-6.30pm 10	8am-6pm 15
---	---	------------------------	----------------------------	----------------------

3.6 The consultation results show that the majority of respondents are against the proposals. Recognising the results of the consultation it is therefore recommended that the proposal for a CPZ with shorter hours of operation in Dorchester Way be withdrawn. However in order to address concerns around unsafe parking, officers recommend that a scheme of double yellow line waiting restrictions at junctions and close to pedestrian islands is developed and introduced, subject to engagement with residents and statutory consultation.

Proposed E Zone (Ealing Road CPZ) extension – Appendix B

3.7 Informal consultation with residents and businesses of a proposed CPZ “E” extension area was carried out in June / July 2009. The questionnaire asked residents/businesses if they wanted to be incorporated within the existing Ealing Road zone E CPZ which operates between 8am-9pm, Monday to Sunday. A copy of the consultation material is shown at appendix B. A summary of the results of the consultation is provided below:

Total questionnaires sent out: 407
 Total questionnaires returned: 114
 Percentage response: 28%

3.8 Questionnaire analysis:

Street Name	Question 1		Question 2	
	Yes	No	Yes	No
Dorothy Avenue	3	25	2	27
Highmead Crescent	2	6	0	7
Hillfield Avenue	1	12	3	10
Kathleen Avenue	22	7	20	9
Lyon Park Avenue	3	16	3	16
Valley Gardens	2	6	1	7
Victor Grove	5	2	5	2

Question 1: Do you have parking problems in your street?

Question 2: Are you in favour to be included in zone E CPZ that operates between 8am to 9pm, Monday to Sunday?

- 3.9 The consultation results showed that Kathleen Avenue and Victor Grove were in favour of being incorporated within CPZ “E” whilst Dorothy Avenue, Highmead Crescent, Hillfield Avenue, Lyon Park Avenue and Valley Gardens were against the proposals.
- 3.10 Those streets in favour of controls are located on the periphery of the Ealing Road CPZ. They cite the impact of displaced commuter parking from the shops and the associated difficulties of the resultant parking pressures as the main reasons for supporting the proposal. Problems associated with receiving visitors also featured highly among the comments received.
- 3.11 Those streets opposed to controls are further away from the Ealing Road CPZ. They cite a variety of reasons for wishing their roads to remain uncontrolled, although the chief reason given is that there is no need for control. The responses from those opposed explain that it is generally possible to park in close proximity to their homes and that parking controls simply displace any problems and would have a negative impact on visitors to the area.
- 3.12 While it might be considered that parking controls should be applied in those streets that support controls, officers view is that the likely result of treating only a part of the consulted area would simply be to move those pressures into those streets that will remain uncontrolled. It is, therefore, considered appropriate to recommend that the streets that opposed the proposals continue to be monitored in order to ascertain whether the inclusion of the streets in favour of the proposals within the Controlled Parking Zone has a negative impact on parking.
- 3.13 It is also considered that in the interests of road safety, double yellow lines should be introduced at all junctions throughout the consulted area in order to preserve sightlines and to protect pedestrian crossing points.
- 3.14 In light of the consultation results, it is therefore recommended that Kathleen Avenue and Victor Grove be included to the Ealing Road zone E CPZ subject to statutory consultation.
- 3.15 Officers also recommend that;
- parking conditions in those streets which opposed to the controlled parking proposals be monitored in order to gauge the parking displacement effects,
 - double yellow lines be introduced at all the junctions within the consulted area in order preserve sightlines and protect pedestrian crossing points.

Proposed SH zone extension – Appendix C

- 3.16 Informal consultation with residents and businesses of a proposed CPZ “SH” extension area was carried out in June / July 2009. The questionnaire asked participants if they want to be incorporated within the existing SH CPZ. A copy of the consultation material is shown at appendix C. A summary of the results of the consultation is provided below;

Total questionnaires sent out: 77
 Total questionnaires returned: 28
 Percentage response: 36%

- 3.17 Questionnaire analysis;

Street Name	Question 1		Question 2	
	yes	no	yes	no
Greenbank Avenue	3	15	4	15
Windmore Close	6	3	3	6

Question 1: Do you have parking problems in your street?

Question 2: Are you in favour to be included in zone SH CPZ?

- 3.18 The consultation results show that residents/businesses of both Greenbank Avenue and Windmore Close were against the proposed incorporation within CPZ SH. Contrary to an earlier petition from residents of Windmore Close, in which they requested the Council to consider introducing CPZ on their street, it seems that there is no consensus of support for the extension of controls.
- 3.19 Residents who opposed to the parking proposals explained that the majority of problems relating to parking in this area occur in the evenings or overnight. The responses also explain that there is little need for control during the proposed hours (those of the existing, adjacent CPZ) and that the introduction of restrictions would do little to improve on the existing situation. Many residents are further concerned that the proposal would not be able to guarantee them a parking place and are concerned with the costs involved to get the permits.
- 3.20 The consultation results showed that 75% of the respondents were against the CPZ proposals. In light of this strong opposition, it is therefore recommended that the CPZ proposals for Windmore Close and Greenbank Avenue to be withdrawn.

Zone NT review (Park View Road)

- 3.21 At the January 2009 Highways Committee meeting, Members were presented with a street by street analysis of the NT zone review consultation. The results showed that 9 residents out of the 18 returned questionnaires from Park View Road wanted the CPZ to be removed from their street. Members noted the concerns of Park View residents but asked officers to present them with a further report on costs involved in removing parking restrictions from the street.

- 3.22 The costs of removing parking restrictions from the street will be in two parts. The first part is to prepare the necessary traffic management order (TMO) and the second part is to remove the single yellow lines and amending sign plates. The first part will cost approximately about £4000 and the second part will cost approximately about £10,000. It should also be noted that there would be operational costs and benefits associated with the removal of Park View Road from the Zone. There would be in loss of revenue income balanced together with a possible reduction in enforcement costs. These costs are expected to be marginal but are impossible to quantify with any great certainty.
- 3.23 Members are reminded that, due to parking complaints received from streets on the periphery of the NT CPZ, the Council will be carrying out informal consultation on extending zone NT in September / October 09. The consultation will ascertain views on extending the existing zone over around 12 streets north-westward of Park View Road and the existing zone. Due to its proximity to the Neasden Tube Station, Neasden Shopping Centre and North West London College, officers strongly feel that any removal of parking restriction from Park View Road at this stage will expose the street to displaced parking. That situation would be exacerbated if, following the consultation exercise, zone NT were to be extended.
- 3.24 It is noted that some residents from Park View Road are currently opposed to the CPZ on the street and would like it to be removed. However, due to the costs involved in removing the parking restriction and the reasons mentioned above, it is recommended that Committee do not proceed with the removal of controlled parking restrictions from Park View Road and the road remains in zone NT CPZ.

Northwick Park Area

- 3.25 The Council has received results of a survey carried out by Northwick Park Residents' Association. The Resident's Association sent questionnaires to residents of Draycott Avenue and The Ridgeway asking them to choose a waiting restriction (single yellow line) which restricts parking between four different times. A summary of the survey carried out by the Northwick Park Residents Association is shown below;

Street Name	1*	2*	3*	4*	5*
Draycott Avenue	3	2	29	3	8
The Ridgeway	9	8	40	4	11

1* Do nothing.

2* Single yellow lines on one side of the road

Parking restricted between 8.00am-10am, and 4.00-6.00pm, Monday – Friday.

3* Single yellow lines on both sides of the road

Parking restricted between 8.00am – 10am, and 4.00pm-6.00pm, Monday-Friday.

4* Single yellow lines on one side of the road

Parking restricted between 8.00am – 6.00pm, Monday – Friday.

5* Single yellow lines on both sides of the road

Parking restricted between 8.00am – 6.00 pm, Monday – Friday.

- 3.26 Members are asked to note the contents of the survey carried out by the Residents Association, which will be available at Committee for inspection, and recommend that officers meet residents, Northwick Park Residents' Association and ward councillors to develop proposals to address parking and traffic management issues in the area and report the outcome of those meetings to a future Highways Committee meeting.

Zone GA CPZ review

- 3.27 The residents of zone GA were consulted in January / February 2009. The results and recommendations were presented to the Highways Committee in March 2009. In light of the results, the committee agreed to change the hours of operation of the zone to Monday to Friday, 10am to 3pm.
- 3.28 During the statutory consultation, a petition containing more than 50 signatures was received from residents of the zone objecting to this proposed change. This petition was raised at the July 2009 Highways Committee. Members noted its contents and asked officers to investigate the issues raised and report back with options at the next Highways Committee meeting.
- 3.29 A report in regard to the issues raised in the petition will be presented in a supplementary paper at Committee.

Programme of work 2009 / 10

- 3.30 An allocation of £390,000 has been made available for new CPZs and CPZ reviews for the 2009/10 financial year.

CPZ Programme of work 2009/10	Funding (£)
Carried over schemes to be implemented within 09/10	
Zone GS extension (Hersant Cl, Alexander Ave, Uffington Rd)	30,000
KS extension (Staverton Rd)	10,000
HW extension (Haycroft Gdns, Longstone Ave)	15,000
Zone GA post review changes	10,000
New proposed CPZ schemes	
Ealing Road extension (Kathleen Ave, Victor Gr, Dorothy Ave, Hillfield Ave (part), Valley Gdns, Lyon Park Ave, Highmead Cres)	30,000
Zone SH extension	10,000
All Souls Avenue (Chamberlayne Rd to Hardinge Rd)	10,000
Dorchester Way area	30,000
Zone HY extension	45,000
Zone NT extension	30,000
P&D bays in Harrow Rd (Westside) north of NCR	25,000
Bridge Road- Pay and Display Parking	30,000
Preston Road- Pay and Display Parking	60,000
CPZ Reviews to be undertaken in 2009/10	
Zone KD review (consult with Zones K, KB, KC and KM to assess the possibility of combining the 5 zones into one).	15,000
Zone G (Willesden High Road)	10,000
Zone MW	10,000
Zone GM	10,000
Zone GS	10,000
Total allocation	£ 390,000

4.0 Financial Implications

- 4.1 The allocation of £390,000 is made available for implementation of new CPZs and CPZ reviews for 2009 -10 financial year.

5.0 Legal Implications

- 5.1 The "pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, will 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 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 this committee prior to implementation if there are no objections or only minor or vexatious objections which the Director considers should be overruled.

6.0 Diversity Implications

- 6.1 All public consultation material includes an explanation of how more information about proposals can be obtained. This is written and available in several languages that are commonly spoken in the borough.
- 6.2 CPZs consultation takes into account the requirements of different religious organisations in the borough, in respect of parking needs for community establishments during the design of projects. However, the decision on hours, additional or shared facilities depends on the majority view of responses and may not allow for any parking for visitors to such establishments.
- 6.3 CPZs take into account the needs of people with disabilities through parking dispensations for blue/orange badge holders in parking places, which allow parking without charge or restriction on the length of stay and through the provision of disabled persons parking places, in order to assist the mobility impaired. The control of on street parking also allows greater access to crossing points and at road junctions by preventing obstruction at these

locations in order to assist pedestrians particularly the blind or visually handicapped.

7.0 Staffing/Accommodation Implications

7.1 The Transportation Service Unit is undertaking the scheme development, public consultation, statutory consultation and implementation work on all the schemes in the CPZ programme mentioned 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;

Richard Saunders, Director of Environment & Culture.

Tim Jackson, Head of Transportation

This page is intentionally left blank

Appendix A

Proposed controlled parking zone – Dorchester Way Area

Our ref: TP 831 - BS

July/ August 2009



Dear Resident / Business,

Brent Council is considering introducing a controlled parking zone (CPZ) in the Dorchester Way area to improve road safety, improve access for pedestrians and cyclists, and provide easier access to parking in the area. This is in response to concerns received from local residents and businesses in recent years.

As a resident/business of the area from which complaints have been received you are asked to indicate on the attached questionnaire, whether you now wish to be included within the proposed DW CPZ. Please therefore complete the questionnaire and return it in the **FREEPOST** envelope enclosed by **Wednesday 5th August 2009**.

The result of the consultation along with officers' recommendations will be reported to the September 2009 Highways Committee meeting for a decision. Once a decision is made an information letter will be delivered to the area informing you of the details of that decision.

A draft design of the parking arrangements for the proposed area has been prepared and will be on display at the **Kingsbury Library, Kingsbury Road, Kingsbury London NW9 9HE** from Wednesday 1st July 2009 until Wednesday 5th August 2009. Council officers will be in attendance in the Library on the following days to discuss the proposals and answer any questions you may have:

DATE	Library	TIME
Monday 13 th July 2009	Kingsbury	5pm – 8pm
Thursday 16 th July 2009	Kingsbury	5pm – 8pm

Please be assured that a CPZ will only be implemented if there is majority support otherwise the Council will not proceed. ***If majority support is identified the CPZ will be progressed for implementation.***

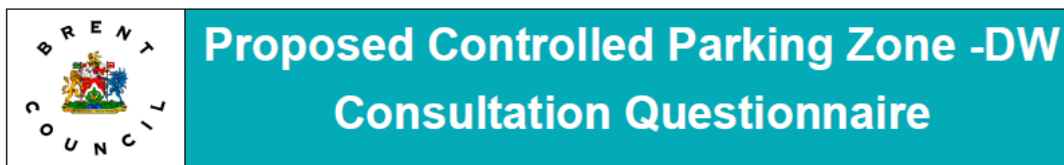
A brief guide of how CPZ's operate is provided below:

- All the kerbside space will be 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, the disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Permit charges are shown overleaf.
- Blue Badge holders may park their vehicle without payment and without time limit in a permit holders bay provided that a valid disabled persons' badge is displayed
- 'Pay & Display' parking will be between 1 to 4 hours maximum stay and the current cost of parking in these bays will be from 40 pence for 20 minutes to £6 for up to 4 hours.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Only the Zone permit holders will be entitled to park in any street within the zone, but not in any other

Appendix A – Contin.

Our ref: TP 831-BS

July / August 2009



Dear Resident / Business,

Proposed Controlled Parking Zone DW Consultation

The Council is seeking your views on whether you would like to be included in the proposed controlled parking zone (CPZ) DW. Please take the time to read and respond to the attached consultation questionnaire.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent. Please complete the questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **Wednesday 5th August 2009**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

PLEASE PRINT CLEARLY.

The consultation results will be available to view on the council's website. Please go to www.brent.gov.uk/consultation to view the results which will be available within one month of the closing date.

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

Brent



Proposed Zone E extension

Our ref: TP 511 - SN

June / July 2009



Proposed Extension to the existing Controlled Parking Zone E

Dear Resident,

Brent Council introduced Controlled Parking Zone E in October 1999 after successful consultation with local residents and businesses. The scheme has helped considerably to ease the flow of traffic and have provided readily available short-term parking for shoppers. In addition, the long-term non-residential parking have been removed from residential roads within the CPZ where permit parking has been implemented.

However, a number of complaints have been received from residents outside the CPZ about long-term parking displacing into their roads. These residents have requested that they want to be included in a CPZ. The Highways Committee has therefore agreed to consult you on CPZ proposals for your streets, which would be an extension of the existing zone E as shown on the map overleaf.

As a resident/business of the area from which complaints have recently been received you are requested to indicate on the attached questionnaire, whether you now wish to be included in **zone E which operates between 8.00am to 9.00pm, Monday to Sunday**. Please therefore complete and return the questionnaire by **Friday 24th July 2009**, using the freepost facility.

A draft scheme has been designed for the area which will be on display at the Ealing Road Library, and will be available for inspection from 23rd June 2009 to 24th July 2009. Council Officers will be in attendance to answer any questions you may have on the following dates and times:

Wednesday 24th June 2009 from Noon to 3pm
Saturday 27th June 2009 from 2pm to 5pm
Thursday 2nd July 2009 from 6pm to 8pm

A brief reminder of how CPZ's operate generally is provided below:

- All the kerbside space will be 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, the disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Permit charges are shown overleaf.
- Blue Badge holders may park their vehicle without payment and without time limit in a permit holders bay provided that a valid disabled persons' badge is displayed.
- 'Pay & Display' parking will be between 1 to 4 hours maximum stay and the current cost of parking in these bays will be from 40 pence for 20 minutes to £6 for up to 4 hours.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZ's introduced elsewhere in the Kilburn and Willesden area has shown that residents are generally able to park close 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.

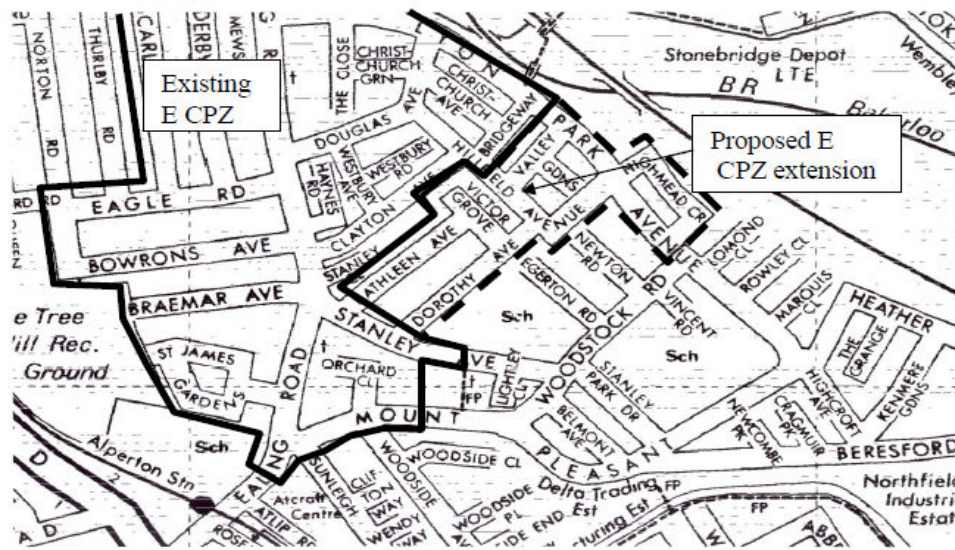
If you require any further information on the existing CPZs or wish to discuss any specific issue please contact us on 0208 937 5124 / 5132.

Appendix B Contin.

Controlled parking zone permit charge

Type of Permit	1 Year	6 Months	3 Months
	Charge	Charge	Charge
1st Resident Permit			
<ul style="list-style-type: none"> • Electric Vehicle • Vehicle up to 1200 cc registered before 1st April 2001 • DVLA bands A & B (CO₂ emissions up to 120 g/km) for vehicles registered after 31st March 2001 (Only vehicle registration document / logbook is accepted as the proof of engine size/emissions)	FREE	FREE	FREE
All other vehicles	£ 50	£ 31	£ 18.50
2nd Resident Permit	£ 75	£ 43.50	£ 24.75
3rd Resident Permit	£ 100	£ 56	£ 31
Visitor Household Permit	£ 100	£ 56	£ 31
Business Livered Permit	£ 180	£100	£ 60
Business Permit	£ 300	£ 160	£ 90
Doctor's Exempt Permit	£ 150 per year		
Temporary Permit	£ 5 per month		
Replacement Permit (Lost, stolen or defaced permit)	£ 5 per re-print.		
Change of Vehicle	First two changes are free of charge. There after, £ 5 per change.		

Proposed extension to the existing E CPZ



**IF YOU REQUIRE THIS DOCUMENT IN LARGER PRINT PLEASE TELEPHONE
0208 937 5132/5185**



Brent – Building a better borough

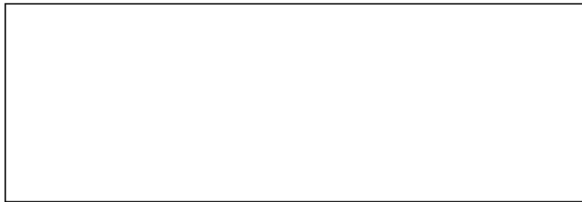
Appendix B Contin.

June / July 2009



Consultation Questionnaire

Please complete and return



Dear Resident,

Proposed extension to the existing Controlled Parking Zone E

The Council would be pleased to hear your views on the proposed scheme. Please take the time to read and respond to the attached consultation information.

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 **Friday 24th July 2009**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

PLEASE PRINT CLEARLY.

Only one reply per household will be accepted and or one member of staff for each company / business is required to reply. Please note photocopies will not be accepted.

Yours sincerely

Phil Rankmore
Director of Transportation (Acting)

**IF YOU REQUIRE THIS DOCUMENT IN LARGER PRINT
PLEASE TELEPHONE 020 8937 5132 / 5185**

Appendix B Contin.

Proposed Zone SH extension

June / July 2009

Our ref: TP829 - AT



Public Consultation

Proposed extension to the existing Controlled Parking Zone SH

Brent Council introduced controlled parking zone SH in two phases after successful consultation with local residents and businesses. The original scheme which included Rosebank Avenue and Fernbank Avenue was introduced in December 2003. It was extended to include Maybank Avenue in November 2005 thereafter.

However, a number of complaints have been received from residents outside the CPZ about long-term parking displacing into their roads. These residents have requested that they want to be included in a CPZ. The Highways Committee has therefore agreed to consult you on CPZ proposals for your streets, which would be an extension of the existing zone SH as shown on the map overleaf.

As a resident/business of the area from which complaints have recently been received you are requested to indicate on the attached questionnaire, whether you now wish to be included in **zone SH which operates between 8.00am to 6.30pm, Monday to Saturday**. Please therefore complete and return the questionnaire by **Friday 24th July 2009**, using the freepost facility.

A draft scheme has been designed for the area which will be on display at Barham Park Library and will be available for inspection **from 9th of July to 24th of July 2009**. Council officers will be in attendance to answer any questions you may have on the following dates:

Thursday 9th July 2009 from 5.30pm – 7.30pm
Saturday 11th July 2009 from 1.00pm – 4.00pm

A brief reminder of how CPZ's operate generally is provided below:

- All the kerbside space will be 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, the disabled, emergency services and refuse collection.
- Parking will be either in permit holder, pay & display or shared use (permit & ticket holder) bays. Residents will need to purchase permits if they, or their visitors, wish to park in the designated bays during the scheme's operational hours. Permit charges are shown overleaf.
- Blue Badge holders may park their vehicle without payment and without time limit in a permit holders bay provided that a valid disabled persons' badge is displayed.
- 'Pay & Display' parking will be between 1 to 4 hours maximum stay and the current cost of parking in these bays will be from 40 pence for 20 minutes to £6 for up to 4 hours.
- The CPZ is intended to give the permit holders priority use of the parking spaces during the scheme operational times, but does not necessarily guarantee a parking space. Experience with CPZ's introduced elsewhere in the Kilburn and Willesden area has shown that residents are generally able to park close 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.

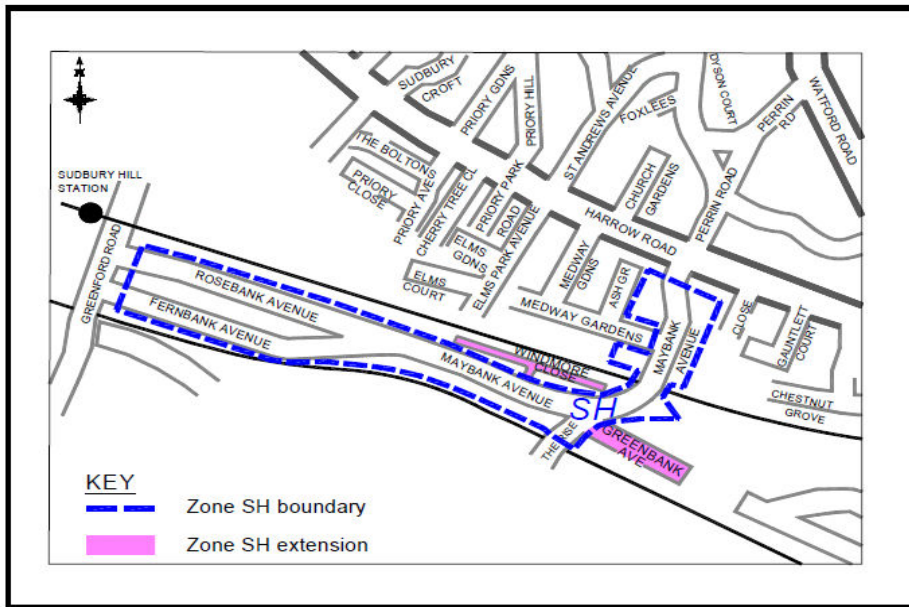
If you require any further information on the existing CPZs or wish to discuss any specific issue please contact on 0208 937 5372 / 5132.

Appendix C Contin.

Current controlled parking zone permit charge

Type of Permit	1 Year	6 Months	3 Months
	Charge	Charge	Charge
1st Resident Permit • Electric Vehicle • Vehicle up to 1200 cc registered before 1 st April 2001 • DVLA bands A & B (CO ₂ emissions up to 120 g/km) for vehicles registered after 31 st March 2001 (Only vehicle registration document / logbook is accepted as the proof of engine size/emissions)	FREE	FREE	FREE
All other vehicles	£ 50	£ 31	£ 18.50
2nd Resident Permit	£ 75	£ 43.50	£ 24.75
3rd Resident Permit	£ 100	£ 56	£ 31
Visitor Household Permit	£ 100	£ 56	£ 31
Business Livered Permit	£ 180	£100	£ 60
Business Permit	£ 300	£ 160	£ 90
Doctor's Exempt Permit	£ 150 per year		
Temporary Permit	£ 5 per month		
Replacement Permit (Lost, stolen or defaced permit)	£ 5 per re-print.		
Change of Vehicle	First two changes are free of charge. There after, £ 5 per change.		

Consultation Area



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



Appendix C Contin.

Our ref: TP 829 **Zone SH extension**

June – July 2009



Consultation Questionnaire

Please complete and return

A large, empty rectangular box with a thin black border, intended for the respondent to provide their answers to the questionnaire.

Dear Sir or Madam,

Proposed Extension to the existing Controlled Parking Zone SH

The Council would be pleased to hear your views on the proposed scheme. Please take the time to read and respond to the attached consultation information. You will find the details of the proposed scheme in the attached Public Consultation document.

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 **24 July 2009**. Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

Consultation results are available to view on the council's website. Please go to www.brent.gov.uk/consultation to view the results. Results are generally available within one month of the closing date.

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**

Appendix C Contin.

QUESTION 1

Do you have parking problem?

Yes

No

No Opinion

QUESTION 2

Do you wish to join with the existing Controlled Parking SH Zone?

Yes

No

No Opinion

COMMENTS

Thank you for taking the time to complete this questionnaire

Highways Committee – 17th September 2009

Supplementary Report to item 7 (Progress report on CPZ programme).

Zone GA CPZ Review

1. Background

1.2 Informal consultation with residents of Zone GA was undertaken during January and February 2009 (Appendix D). The results of the consultation containing tables showing street by street breakdowns are tabulated in the last 4 pages of Appendix D.

1.3 The current GA CPZ times of operation are; Mon – Sat 10am – 9pm

The key results of the consultation can be summarised as follows:

- Questionnaires were sent out to 349 properties within zone GA
- 131 completed questionnaires were returned within the specified timescale
- Return rate of 37.5%
- 94 respondents (71.8%) favoured operational days of Mon – Fri
- 60 respondents (46.2%) favoured operational times of 10am – 3pm
- 38 respondents (29.2%) favoured operational times of 8.30am – 6.30pm
- 32 respondents (24.6) favoured the existing days & times of operation

There was no particular overwhelming preference for same hours in streets closer to Cricklewood Broadway.

1.4 At the Highways Committee of 19th March 09, based on the results of the consultation, it was agreed by the Committee that the zone GA CPZ operational times to be reduced from 10am to 9pm Monday to Saturday to 10am to 3pm Monday to Friday. Accordingly, officers commenced the statutory consultation for the making of the necessary Traffic Orders.

1.5 The statutory consultation process, including the posting of street notices, started on the 1st July 2009.

- 1.6** At the 21st July 2009 Highways Committee meeting, officers were presented with a petition containing 79 verified signatures objecting to the approved changes.

The original petition contained a total of 180 signatures, including around 30 residents who live within the adjacent (GM) CPZ.

The petition reads *“Cricklewood Residents Petition. To the Council of the London Borough of Brent. We the undersigned oppose the change of operation of the GA controlled Parking to 10am to 3pm Monday to Friday, as the recent consultations by the council was flawed, we urge the Council to agree the original hours of the GA CPZ 10am to 9pm Monday to Saturday”*

At the 21st July 09 Committee it was agreed that officers prepare a further report with actions and recommendations. This is that report. Officers have not progressed implementation of the changes agreed in March 2009, since that (July 2009) decision was made.

- 1.7** On the 8th and 11th of September 2009, a further petition from residents of GA CPZ was submitted to Democratic Services.

The petition has been gathered by “NW2 Residents Association working together with Mapesbury Residents Association”. The petition is in the form of individual statements of support for particular GA CPZ operating times.

The petition comprises a total of 79 verified signatures in support of an operational time of Monday to Friday from 10am to 3pm (i.e. in line with the decision made by the Highways Committee at the March 2009 meeting).

The petition also contains 20 verified signatures in support of an operational time of Monday to Friday from 10am to 6pm.

2.0 Discussion

- 2.1** The public consultation undertaken by officers in February 2009 was consistent with normal consultation arrangements and undertaken in a “neutral” environment.

The circumstances under which residents signed the later petitions are unclear.

Neither petition provides a coherent argument as to why the petitioners support particular operating days or times.

- 2.2** It is not possible for officers to reach a conclusion as to whether or not there is a consensus on a preferred operational time based on an analysis of the petitions. Both petitions demonstrate opposing views and contain similar numbers of verified signatures. There are inconsistencies between petitions in that, in some cases, the same addresses appear against signatories in both petitions.

Officers have not compared the responses provided during the consultation exercise with the content of the petitions but anticipate this could also demonstrate inconsistencies.

2.3 There are effectively 2 possible options;

(i) To conclude, that the petitions demonstrate that either a lack of consensus or a changing of views has developed since the original consultation, and agree that the proposal should be abandoned pending a further round of consultation. Such a round of consultation could not, because of capacity issues, take place until late in 2010.

Or (ii) To conclude, that the original consultation properly captured the views of residents and should be the rationale for proceeding with amending the CPZ operation times to Monday to Friday from 10am to 3pm.

2.4 Officers are of the view that option (ii) (to proceed in accordance with the previous decision of the Highways Committee) would be the appropriate course of action.

3.0 Recommendation

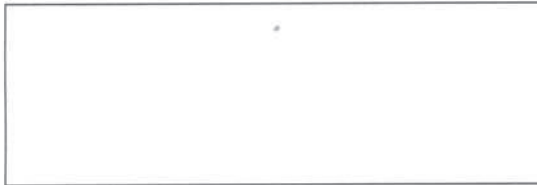
It is recommended that Committee agrees to proceed with GA CPZ Zone operational times to be changed from 10am to 9pm Monday to Saturday, to, 10am to 3pm Monday to Friday.

This page is intentionally left blank

Our ref: TP 602 Zone GA Review January 2009



GA CPZ Consultation Review Questionnaire
Please complete and return



Dear Resident,

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

Your views are important to us – please therefore let us know how you think the CPZ in your area can be improved. Please complete this questionnaire and return it in the **FREEPOST** envelope enclosed, to reach us by **6th February 2009**.

Alternatively, post it to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ**.

PLEASE PRINT CLEARLY.

Only one reply per household will be accepted and or one member of staff for each company / business is required to reply.

Yours sincerely

Phil Rankmore
Acting Director of Transportation

If you require any further information on the existing CPZ or wish to discuss any specific issue, please contact the Traffic Management Team on 020 8937 5149/5132

**IF YOU REQUIRE THIS DOCUMENT IN LARGER PRINT
PLEASE TELEPHONE 0208 937 5132 / 5185**

Brent – Building a better borough



Awarded for excellence



INVESTORS IN PEOPLE



Our ref: TP 602 Zone GA review January 2009



Controlled Parking Zone Review - GA

Zone GA 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 May 2005 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 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. The issues which have prompted reviews of CPZs 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 lines' restrictions. You may wish to comment on these or any other issues which are of concern to you.

It is important that you respond using the questionnaire, as it is on this basis of this feedback that a decision will be made on whether changes are required to the existing CPZ. Please complete the questionnaire and enclosed equalities monitoring form and return it in the **FREEPOST** envelope provided by **6th February 2009**.

The result of the consultation along with officers' recommendations will be reported to the March 2007 Highways Committee meeting for a decision. Once a decision is made you will be informed accordingly.

If you require any further information on the existing CPZs or wish to discuss any specific issue please contact :

Taher Chaudhary
Traffic Management Section
London Borough of Brent
Tel: 020 8937 5149

Customer Relations Officer
Traffic Management Section
London Borough of Brent
Tel: 020 8937 5132

**IF YOU REQUIRE THIS DOCUMENT IN LARGER PRINT
PLEASE TELEPHONE 0208 937 5132 / 5185**



1. How satisfied are you with the CPZ overall?
 Very satisfied Fairly satisfied Fairly dissatisfied Very dissatisfied Don't know

2. How satisfied are you with the days and hours the CPZ operates? (currently Mon- Sat, 10.00am - 9.00pm)
 Very satisfied Fairly satisfied Fairly dissatisfied Very dissatisfied Don't know

3. What would you like the CPZ operational days to be?
 Remain unchanged Monday - Friday Monday - Sunday

4. What would you like the CPZ operational hours to be?
 Remain unchanged 8.30am – 6.30 pm 10.00am – 3.00pm

5. Are you satisfied with the pay & display machines' hours of operation in the zone?
 Yes No

6. Do you think enough parking spaces have been provided for?

(a) Residents	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
(b) Businesses	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
(c) Shared use resident / business	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>

7. If you have visitors, how easy is it for them to park?
 Very easy Fairly easy Fairly difficult Very difficult Don't know

8. If you are a business, how easy is it for you and your customers to park?
 Very easy Fairly easy Fairly difficult Very difficult Don't know

9. How much has the CPZ improved safety for pedestrians and motorists?
 A great deal A fair amount Just a little Not at all Don't know

10. How satisfied are you with the current level of parking enforcement?
 Very satisfied Fairly satisfied Fairly dissatisfied Very dissatisfied Don't know

11. How satisfied are you with the current charging of parking permits?
 Very satisfied Fairly satisfied Fairly dissatisfied Very dissatisfied Don't know

12. How satisfied are you with the arrangements for getting permits?
 Very satisfied Fairly satisfied Fairly dissatisfied Very dissatisfied Don't know

13. Do you feel the CPZ has changed your local area?
 Much better A little better No different No better Don't know

Do you have any further comments? Please use a separate sheet if you would like to make more comments.





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.

Important Note: Please contact 020 8937 5132/5149 if you have any questions about this questionnaire or would like the form in a different language or in a larger letter font size.

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

<p>Asian or Asian British</p> <p><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></p>	<p>Black or Black British</p> <p><input type="checkbox"/> Caribbean <input type="checkbox"/> African</p>	<p>Chinese or other ethnic group</p> <p><input type="checkbox"/> Chinese <input type="checkbox"/> Any other ethnic group e.g. <i>Kurdish</i> <i>Afghanistan</i> <i>Iraqi</i></p>
<p>White</p> <p><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></p>	<p>Mixed Race / Dual Heritage</p> <p><input type="checkbox"/> White/Black Caribbean <input type="checkbox"/> White/Black African <input type="checkbox"/> White/Asian <input type="checkbox"/> Any other mixed background</p>	

- 3) 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

- 4) What is your gender? Female Male

- 5) To which age group do you belong?
 15-24 25-44 45-54 55-64 65-74 75-84 85+



<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 1200</p>	ENGLISH
<p>ஆங்கிலத்தில் இதுவை விளங்கிக்கொள்வதில் உங்களுக்குக் கஷ்டம் இருந்தால், தங்கட்கீழ்வருமாக்கும் வேண்டிக்கீழ்வருமாக்கும் இடையில் காலை 9 மணிக்கு நடுயு பிற்பகல் 5 மணி வரை தயவுசெய்து தொடர்புகொள்ளவும். தொடர்பு எண்: 020 8937 1200</p>	TAMIL
<p>إذا كنت تجد صعوبة في فهم هذه الوثيقة باللغة الإنجليزية فيرجى الاتصال مع وان ستوب شوب في دار البلدية على عنوان: One-Stop Shop at the Town Hall, Forty Lane, Wembley ما بين الساعة 9 صباحاً و 5 بعد الظهر أيام الإثنين إلى الجمعة على هاتف 020 8937 1200</p>	ARABIC
<p>Nëse keni vështirësi ta kuptoni këtë në Anglisht, ju lutemi kontaktoni One-Stop Shop në adresën Town Hall, Forty Lane, Wembley, nga e Hëna deri të Premten në orarin 9paradite - 5pasdite. Telefoni 020 8937 1200</p>	ALBANIAN
<p>Jeżeli macie Państwo problemy ze zrozumieniem tej informacji w języku angielskim, prosimy o kontakt z One-Stop Shop, jaki mieści się pod adresem: Town Hall, Forty Lane, Wembley, od poniedziałku do piątku, w godz. od 9.00 do 17.00. Numer telefonu: 020 8937 1200</p>	POLISH
<p>Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020 8937 1200</p>	SOMALI
<p>જો તમને આ ઈંગ્લિશ ભાષામાં સમજવામાં મુશ્કેલી પડતી હોય તો, કૃપા કરી વન સ્ટોપ શોપનો (One-Stop Shop), Town Hall, Forty Lane, Wembley માં સોમવારથી શુક્રવાર સવારના 9 થી સાંજના 5 માં સંપર્ક કરો. ટેલિફોન: 020 8937 1200</p>	GUJARATI
<p>انکس میں وی کی وی دستاویز اگر آپ کو سمجھنے میں نہ آئے تو براہ مہربانی ٹاؤن ہال میں 'ون اسٹاپ شاپ' سے رابطہ کریں، جس کا پتہ ہے: Forty Lane, Wembley فون نمبر: 020 8937 1200 اوقات: پیر تا جمعرات نو سے شام پانچ تک۔</p>	URDU
<p>इंग्लिश में दी गई यह दस्तावेज़ अगर आपको समझ में न आए तो कृपया टाउन हॉल में वन-स्टॉप-शॉप से संपर्क करें। पता है: Forty Lane, Wembley फोन नंबर: 020 8937 1200 समय: सोमवार से शुक्रवार के बीच सुबह नौ से शाम पांच बजे तक।</p>	HINDI
<p>ਜੇ ਤੁਹਾਨੂੰ ਅੰਗ੍ਰੇਜ਼ੀ ਸਮਝਣ ਵਿਚ ਮੁਸ਼ਕਲ ਆ ਰਹੀ ਹੈ ਤਾਂ ਟਾਊਨ ਹਾਲ ਫੋਰਟੀ ਲੇਨ ਵੈਮਬਲੀ ਵੱਲ ਸਟੋਪ ਸ਼ੋਪ ਨਾਲ ਸੰਪਰਕ ਤੋਂ ਸ਼ੁਕਰਵਾਰ ਸਵੇਰੇ 9 ਵਜੇ ਤੋਂ ਸ਼ਾਮ 5 ਵਜੇ ਤੱਕ ਸੰਪਰਕ ਕਰਨ ਦੀ ਕ੍ਰਿਪਾ ਕਰੋ। ਟੈਲੀਫੋਨ 020 8937 1200</p>	PUNJABI



ZONE GA REVIEW - STREET BY STREET ANALYSIS

	1. How satisfied are you with the CPZ overall?					2. How satisfied are you with the days and hours the CPZ operates? (currently Mon-Sat, 10.00am-9.00pm)					3. What would you like the CPZ operational days to be?			4. What would you like the CPZ operational hours to be?		
	Very satisfied	Fairly satisfied	Fairly dissatisfied	Very dissatisfied	Don't know	Very satisfied	Fairly satisfied	Fairly dissatisfied	Very dissatisfied	Don't know	Remain unchanged	Monday-Friday	Monday-Sunday	Remain unchanged	8.30am - 6.30pm	10am -3pm
Anson Road	6	9	2	5	0	6	3	3	10	0	6	15	1	6	8	9
Astley Ave	2	2	0	1	1	1	3	2	1	0	1	6	0	3	3	1
Blackstone	2	4	2	2	0	1	1	3	5	0	2	8	0	2	3	5
Dawson Rd	3	1	1	2	0	3	0	0	3	0	3	4	0	3	0	4
Dacey Aven	2	3	1	3	0	2	1	2	4	0	3	6	0	2	1	6
James Ave	2	1	2	7	0	1	1	2	7	0	2	10	0	2	1	9
Meredith A	3	2	1	2	0	0	2	2	4	0	1	7	0	1	3	4
Olive Road	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Oman Aven	5	8	2	3	0	5	3	3	6	0	7	8	3	7	5	5
Sneyd Road	0	3	4	15	0	1	0	4	17	0	1	21	1	2	7	13
Wren Aven	1	6	1	5	0	1	5	0	7	0	5	9	0	4	7	3
TOTAL	26	40	16	45	1	21	19	22	64	0	32	94	5	32	38	60

	5. Are you satisfied with		6. Do you think enough parking spaces have been provided for?				7. If you have visitors, How easy is it for them to park?									
	Yes	No	a) Residents		b) Businesses		c) Shared use resident/ business			Very Easy	Fairly Easy	Fairly difficult	Very difficult	Don't know		
			Yes	No	Yes	No	Yes	No	Don't Know							
Anson Roa	16	5	16	4	3	6	1	9	5	1	10	3	12	2	6	0
Astley Ave	4	3	6	1	0	1	1	2	1	1	2	1	3	3	0	0
Blackstone	6	4	7	2	1	2	2	6	2	1	7	1	2	3	4	0
Dawson Rd	4	3	6	1	0	2	0	4	1	0	4	1	3	2	1	0
Dacey Aver	4	4	7	2	0	2	0	3	1	1	2	0	4	1	3	1
James Ave	2	8	4	8	0	3	3	2	2	3	3	0	4	2	6	0
Meredith A	5	3	6	2	0	3	1	1	2	0	3	1	2	4	1	0
Olive Road	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
Oman Ave	14	3	10	6	1	7	0	5	6	0	6	3	7	3	4	1
Sneyd Roa	10	12	17	3	3	5	3	10	4	4	10	0	10	5	8	0
Wren Aver	7	5	10	2	2	6	2	3	6	2	3	0	7	5	2	0
TOTAL	73	50	90	31	10	37	13	45	30	13	50	10	55	30	35	2

	8. If you are a business, how easy is it for you and your customers to park?					9. How much has the CPZ improved safety for pedestrians and motorists?					10. How satisfied are you with the current level of parking enforcement?				
	Very Easy	Fairly Easy	Fairly difficult	Very difficult	Don't know	A great deal	A fair amount	Just a little	Not at all	Don't know	Very satisfied	Fairly satisfied	Fairly dissatisfied	Very dissatisfied	Don't know
Anson Roa	1	0	1	1	7	4	4	4	5	6	6	8	2	3	4
Astley Ave	0	0	0	0	4	0	2	1	2	2	3	2	0	2	0
Blackstone	1	0	0	1	5	1	4	1	3	1	2	4	4	0	0
Dawson Rd	0	1	1	0	4	1	2	0	2	2	1	3	2	0	1
Dacey Aver	0	1	0	1	2	4	0	2	3	0	2	1	1	5	0
James Ave	0	1	1	0	3	2	0	0	8	2	1	3	2	4	2
Meredith A	0	1	0	0	2	3	1	1	1	2	2	4	0	2	0
Olive Road	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
Oman Ave	1	0	1	0	5	8	2	2	6	0	4	11	1	1	1
Sneyd Roa	0	1	0	2	14	2	5	4	10	2	1	6	2	8	5
Wren Aver	1	0	0	1	6	3	3	1	6	1	0	6	2	4	2
TOTAL	4	5	4	6	52	28	23	16	46	19	22	49	16	29	15

	11. How satisfied are you with the current Charging of parking permits?					12. How satisfied are you with the arrangements for getting permits?					13. Do you feel the CPZ has changed your local area				
	Very satisfied	Fairly satisfied	Fairly dissatisfied	Very dissatisfied	Don't know	Very satisfied	Fairly satisfied	Fairly dissatisfied	Very dissatisfied	Don't know	Much Better	A little better	No different	No better	Don't know
Anson Roa	2	11	3	5	2	3	10	2	5	3	10	4	4	3	2
Astley Ave	2	2	2	0	1	3	2	1	0	1	2	3	2	0	0
Blackstone	0	2	1	4	3	1	7	1	0	1	4	3	0	2	1
Dawson Rd	1	3	3	0	0	1	3	0	2	1	3	2	0	1	1
Dacey Aver	0	4	1	4	0	1	2	2	3	1	4	0	1	3	0
James Ave	2	0	2	8	0	2	3	4	3	0	2	1	2	7	0
Meredith A	0	2	3	1	2	0	4	1	1	2	3	2	2	1	0
Olive Road	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0
Ornan Ave	2	6	1	5	3	2	10	0	1	3	7	7	2	1	1
Sneyd Roa	1	3	6	9	4	0	9	4	8	2	3	4	7	6	0
Wren Aver	0	3	3	4	4	1	6	1	4	2	7	1	2	4	0
TOTAL	10	37	25	40	19	14	57	16	27	16	46	27	22	28	5