



Highways Committee

Wednesday, 18 November 2009 at 7.00 pm

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

Membership:

Members

Councillors:

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: Elly Marks, Democratic Services Officer,
020 8937 1358, elly.marks@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
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1	Declarations of personal and prejudicial interests	
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Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

2	Minutes of the previous meeting	1 - 4
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3	Matters arising (if any)	
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4	Deputations (if any)	
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5	Petitions	
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The following petitions have been verified by Democratic Services and contain 50 signatures or more:-

i) Petition regarding the CPZ programme from residents of All Souls Avenue (unzoned section)

This petition, submitted by residents of All Souls Avenue (unzoned section), states that:-

“We the residents of All Souls Avenue (Unzoned section) state that if a majority vote for the CPZ scheme, we will ONLY JOIN THE KH ZONE. There will not be enough parking spaces for any other alternative.”

A report relating to this petition appears under item 6 in the agenda.

ii) Against proposed extension of the CPZ zone NT in Dudden Hill

A petition received from residents of the Dudden Hill area objecting to the introduction of controlled parking proposals (associated with the possible extension of NT CPZ) on their streets.

A report relating to this petition appears under item 6 in the agenda.

iii) Request for consultation and a Controlled Parking Zone

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

“We, the undersigned would like to see the area with the boundaries of Carlton Avenue East, College Road and Longfield Avenue in HA9 be considered for consultation ultimately to be designated a Controlled Parking Zone (CPZ) from Monday to Friday”.

Included in this petition were residents from Grasmere Avenue who also wished to be considered for consultation for inclusion into the same possible CPZ as above.

A report relating to this petition appears under item 6 in the agenda.

6 Progress Report on Controlled Parking Zones Programme

5 - 26

This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since progress was last reported in September 2009 and addresses the following 3 petitions;

- A petition received from residents of the section of All Souls Avenue between Hardinge Road and Chamberlayne Road, stating that they will only join zone KH CPZ if majority support the introduction of controlled parking proposals on their street.
- A petition received from residents of the Dudden Hill area objecting to the introduction of controlled parking proposals (associated with the possible extension of NT CPZ) on their streets.
- A petition received from residents of Carlton Avenue East, College Road and Longfield Avenue requesting controlled parking proposals for their streets.

Ward Affected: All Wards; **Contact Officer:** Tim Jackson, Head of Transportation

tim.jackson@brent.gov.uk

7 Update Report on the Kingsbury Road Local Safety Scheme

27 - 32

This report provides members with a requested update on the outcomes of the Kingsbury Road Local Safety Scheme which was implemented in March 2009. The report identifies that, over the 7 months since implementation, the scheme has led to a significant reduction in vehicle speeds along the road without any identifiable negative impact on the operation of the road.

Ward Affected: Fryent; **Contact Officer:** Tim Jackson, Head of Transportation

tim.jackson@brent.gov.uk

8 Any Other Urgent Business

9 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for 19th January 2010.



- 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

Agenda Item 2

MINUTES OF THE HIGHWAYS COMMITTEE Thursday 17 September 2009 at 7.00 pm

PRESENT: Councillor Brown (Chair), Councillor Wharton (Vice-Chair) and Councillors Detre and Van Colle

Also present: Councillors Dunwell, Hashmi and Steel

1. **Introductions, if appropriate, and apologies for absence**

Members of the Committee and officers present introduced themselves to the public.

Apologies had been received from Councillor Matthews.

2. **Declarations of interest**

None declared.

3. **Minutes of the previous meeting, held on 21 July 2009**

RESOLVED:

that the minutes of the meeting held on 21 July 2009 be approved as a correct record, subject to changing "item 8" to "item 7" in the last line of item 5 (iii) on page 4.

4. **Matters arising**

None raised.

5. **Deputations**

None received.

6. **Petitions**

The Committee noted that a petition requesting changes to the proposed hours of operation of Controlled Parking Zone GA had been received, containing in excess of 50 signatures. The petition, which had been gathered by "NW2 Residents' Association working together with Mapesbury Residents' Association", was in the form of individual statements of support for particular operating times of the CPZ. A total of 79 verified signatures supported an operational time of 10.00 am to 3.00 pm, Monday to Friday. A further 20 signatories were in favour of an operational time

of 10.00 am to 6.00 pm. This petition was discussed under agenda item 7, a progress report on Controlled Parking Zones.

7. Progress Report on Controlled Parking Zones Programme

Committee members had before them a report from the Head of Transportation on the progress of the Controlled Parking Zones (CPZs) implementation programme in Brent. The Committee agreed first to discuss the issue of Zone GA, as this was the subject of a petition as set out under agenda item 6 above.

(i) Controlled Parking Zone GA

The Committee heard from Chris Elsdale, a resident of Astley Avenue. She informed the Committee that the residents of Astley Avenue and Anson Road were against having the zone in operation between 10.00 am and 3.00 pm, as this would involve significant sacrifices for them. Chris Elsdale felt that this was a contentious issue, on which she recommended that the Committee defer its decision.

Edward Lazarus, a resident of Anson Road, and representing the petitioners, spoke in favour of having the zone in operation between 10.00 am and 3.00 pm, Monday to Friday. He had surveyed the use of pay and display parking facilities in the area, and concluded that the level of use was very low. He added that any obstruction could be dealt with by using the Road Traffic Acts. In general, his view was that residents were in favour of the operation period 10.00 am to 3.00 pm, as a longer period was not necessary.

Also speaking on behalf of the petitioners, Judy Langley informed the Committee that most of the residents she had contacted in the zone could not understand why the 10.00 am to 3.00 pm scheme, properly agreed following consultation, had not already been implemented and she called on the Committee to agree immediate implementation.

Tim Jackson (Head of Transportation) drew the meeting's attention to the fact that the Committee had already agreed to reduce the operating time of the parking zone to 10.00 am to 3.00 pm, Monday to Friday. There had been consultation of residents, followed by petitions both for and against the new operating times. Tim Jackson's view was that there were two ways forward – one was to take the view that the situation was in flux, with no overall consensus, and that the issue should be deferred, and the alternative was to agree that the original consultation, which had been undertaken in a controlled manner and consistent with the Council's standard approach, represented the overall view. He favoured the latter, and recommended that the Committee adopt this approach.

Asked why the residents wanted the hours of operation reduced, Edward Lazarus informed the Committee that extended hours of parking restrictions were a nuisance, particularly in relation to residents hosting visitors.

Answering a question about the purpose of the statutory consultation, Tim Jackson informed the meeting that this was to comply with statute by advertising the Council's proposals in the local press and capturing the responses of the emergency services and interested residents.

Councillor Van Colle acknowledged that whatever the Committee decided would upset someone. He emphasised that there was a system in place which involved taking account of the results consultation. The response rate had been 37.5% in this case, and this was not a low rate. There had been a clear majority in favour of the current proposals, and he could not see how the Committee could disregard this. There was no alternative but to support the results of the consultation, even if this upset some residents.

Councillor Wharton added that the response rate in the original consultation had been quite high, with a clear majority in favour of 10.00 am to 3.00 pm, Monday to Friday. The original decision should therefore stand.

RESOLVED:

that Zone GA operate from 10.00 am to 3.00 pm, Monday to Friday.

(ii) Northwick Park Area

Ken Sinclair addressed the Committee, reporting the results of a questionnaire sent by Northwick Park Residents' Association to the residents of The Ridgeway and Draycott Avenue. He informed the Committee that total of 80 responses had been received, with a majority in favour of a single yellow line on both sides of the road for two hours morning and evening. Ken Sinclair believed that these measures would solve the issue of commuter parking and parking near the school, while avoiding draconian measures.

RESOLVED:

- (a) that the contents of the survey by Northwick Park Residents' Association be noted;
- (b) that officers meet with residents, the Residents' Association and ward councillors to discuss parking and traffic management issues in the area;
- (c) that the outcome of the meetings be reported to a future meeting of the Highways Committee.

(iii) Proposed Dorchester Way Area CPZ

RESOLVED:

- (a) not to proceed with the proposal for a CPZ with shorter hours of operation;
- (b) in order to address concerns around unsafe parking, that a scheme of double yellow line waiting restrictions at junctions and close to pedestrian islands be developed and introduced, subject to statutory consultation and engagement with residents.

(iv) Proposed Zone E (Ealing Road CPZ) extension

RESOLVED:

- (a) that, subject to statutory consultation, only two roads, Kathleen Avenue and Victor Grove, be included in the Ealing Road Zone E CPZ;

- (b) that parking conditions in the streets which opposed the controlled parking proposals be monitored in order to gauge the parking displacement effects;
- (c) that double yellow lines be introduced at all the junctions within the area consulted be introduced in order to preserve sightlines and protect pedestrian crossing points.

(v) **Proposed extension of Zone SH**

RESOLVED:

in the light of strong opposition from residents and business that the CPZ proposals for Windmore Close and Greenbank Avenue be withdrawn.

(vi) **Zone NT review (Park View Road)**

RESOLVED:


- (a) that the opposition of some residents of Park View Road to remaining in the CPZ be noted;
- (b) that in the light of the cost of removing parking restrictions, combined with the perceived risk of displaced parking, the road remain within the CPZ
- (c) that the issue be revisited as part of future consideration of proposals to extend CPZ NT.

8. **Date of next meeting**

The next meeting of the Highways Committee was scheduled to take place on Wednesday 18 November 2009.

The meeting closed at 7.34 pm

D BROWN
Chair

	<p>Highways Committee 18th November 2009</p> <p>Report from the Head of Transportation</p>
For Action	Wards Affected: ALL
<p>Progress Report on Controlled Parking Zones Programme</p>	

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 September 2009 and addresses the following 3 petitions;
- 1.2 A petition received from residents of the section of All Souls Avenue between Hardinge Road and Chamberlayne Road, stating that they will only join zone KH CPZ if majority support the introduction of controlled parking proposals on their street.
- 1.3 A petition received from residents of the Dudden Hill area objecting to the introduction of controlled parking proposals (associated with the possible extension of NT CPZ) on their streets..
- 1.4 A petition received from residents of Carlton Avenue East, College Road and Longfield Avenue requesting controlled parking proposals for their streets.

2.0 Recommendations

- 2.1 That Committee considers the outcome of the consultation with residents of zone NT extension area in Neasden, to introduce a controlled parking scheme as detailed in paragraphs 3.8 to 3.14 and agrees to include Clifford Way in the NT CPZ (subject to statutory consultation) and not to proceed with the CPZ proposals in the other consulted streets.
- 2.2 That Committee notes the outcome of the consultation with residents and businesses of All Souls Avenue (section), as detailed in paragraphs 3.15 to 3.21, and approves the inclusion of that section of All Souls Avenue within zone KH CPZ, subject to statutory consultation.
- 2.3 That Committee notes the petitions received and that organisers be informed of the Committee decisions.

- 2.4 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 reports back to members, if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Details

Petitions

All Souls Avenue (section between Hardinge Road and Chamberlayne Road)

- 3.1 On 12th October a petition with approximately fifty signatures was received from residents of All Souls Avenue (section between Hardinge Road and Chamberlayne Road). The petition states that *“We the residents of All Souls Avenue (Unzoned Section) state that if a majority vote for the CPZ scheme, we will ONLY JOIN THE KH ZONE. There will not be enough parking spaces for any other alternative.”*
- 3.2 The petition is directly relevant to the proposal to extend KH CPZ to include this particular section of All Souls Avenue. As part of this year’s CPZ work programme, officers carried out a public consultation on that proposal between 12th October and 9th November 2009. The results of that consultation exercise and it’s relevance to the petition are discussed in Sections 3.15 to 3.21 of this report.

Dudden Hill area

- 3.3 On 12th October 2009, a petition containing separate pages of signatures was received. Each page was headed Neasden Neighbourhood Watch Scheme and contained the following question; *“Do you want Controlled Parking Zone in your street regarding the proposed extension of the CPZ zone NT in Dudden Hill?”*. Beneath this question, residents indicated their support by circling a Yes or No, and signing their names. More than 50 signatures in total were received. The signatories were residents living in; Ashcombe Park, Avondale Avenue, Cairnfield Avenue, Kenwyn Drive, North Circular Road and The Circle.
- 3.4 The petition is directly relevant to the proposal to extend NT CPZ to include a number of additional streets. As part of this years’ CPZ work programme officers carried out public consultation on that proposal during September and October 2009. The results of that consultation exercise and it’s relevance to the petition are discussed in Sections 3.8 to 3.14 of this report.

Preston and South Kenton area petition

- 3.5 On 22nd October 2009 a petition with approximately more than fifty signatures was received from residents of Preston Road and South Kenton Area requesting CPZ measures for their area. The petition states that, *“We the undersigned would like to see the area with the boundaries of Carlton Avenue East, College Road and Longfield Avenue in HA9 be considered for consultation ultimately to be designated a Controlled Parking Zone (CPZ) from Monday to Friday.”*
- 3.6 Included within this petition were more than fifty signatures from residents of Grasmere Avenue who also wished to be considered for consultation for inclusion into the same possible CPZ as above.
- 3.7 At the present time the resources of the Transportation Unit’s CPZ team are fully committed and there are restrictions on the Council’s ability to undertake new schemes of work as a result of A the impact of the financial climate on the Parking Account. It would be inappropriate to commence work on the consultation into the introduction of controlled parking in this area during this financial year. It is suggested therefore that officers should meet the organiser and other representatives from the area to identify issues to be investigated so that proper consideration can be given to including an informed proposal within the 2010/11 CPZ work programme.

Proposed NT zone extension – Appendix A

- 3.8 The Committee will recall that the possible extension of NT CPZ to include a number of additional streets is within this year’s work programme. Informal consultation with residents and businesses of the proposed extension area was carried out in October 2009. The questionnaire asked residents / businesses if they wanted to join the existing NT CPZ which operates between Monday to Friday, 8.30am to 6.30pm. A copy of the consultation document is shown at appendix A. A summary of the results of the consultation is provided below:

Total questionnaires sent out:	1147
Total questionnaires returned:	330
Percentage response:	29%

3.9 Consultation Analysis

Street Name	Question 1		Question 2	
	Yes	No	Yes	No
Ashcombe Park	4	10	4	10
Avondale Avenue	4	7	3	8
Cairnfield Avenue	9	34	7	36
Chartley Avenue	12	4	12	4
Clifford Way	12	8	13	8
Dudden Hill Lane	0	0	0	0
Dollis Hill Lane	11	24	5	30
Eastleigh Close	4	0	3	1
Kenwyn Drive	2	27	4	24

Lovat Close	3	1	1	3
Randall Avenue	26	43	23	46
North Circular Road	14	9	10	11
Neasden Lane	0	0	0	0
Tanfield Avenue	14	23	13	24
The Circle	7	16	8	16

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

Question 2 - Are you in favour to be included in CPZ zone NT which operates between 8.30 am- 6.30 pm, Monday to Friday?

- 3.10 The area consulted is bounded by North Circular Road, Randall Avenue, Neasden Town Centre and the existing zone NT CPZ. The area is mainly residential and close to Neasden Tube Station and the Neasden Shopping Centre.
- 3.11 The street by street analysis showed that the respondents from Eastleigh Close, Clifford Way and Chartley Avenue (only) indicated that they experience parking problems in their streets and were in favour of the proposed extension. The remaining ten streets consulted indicated that they did not experience parking problems and were against the proposals.

Those in favour of the proposals cite the impact of commuter parking from the neighbouring CPZ areas and the associated difficulties of the resultant parking pressures as the main reasons for supporting the proposal. Respondents from Clifford Way made such comments and Members are reminded that this street is located on the immediate periphery of the existing NT zone. Although 2 other streets (Chartley Avenue and Eastleigh Close) were in favour of being included in an extended zone their geographical location is such that it would not be sensible operationally to assimilate them into zone NT.

- 3.12 Those respondents opposed to controls cite a variety of reasons for their roads to remain uncontrolled, although the chief reason given is that there is no parking problem on their street. Residents are also concerned about the proposed hours of restriction (8.30am-6.30pm), instead they would like shorter hours of restriction, for example one hour in the morning and one hour in evening.
- 3.13 Having noted the results of the consultation, officers' view is that having consulted the residents, and it's close proximity to the existing zone NT, only Clifford Way should be assimilated to zone NT.
- 3.14 The inclusion of Clifford Way (only) within an extended NT CPZ would be consistent with the views expressed within the petition described at 3.3-3.4 which requests the omission of several streets within the Dudden Hill area from any CPZ extension.

Proposed KH Zone extension (All Souls Avenue section between Hardinge Road and Chamberlayne Road) – Appendix B

3.15 The Committee will recall that the possible extension of KH CPZ to include an uncontrolled section of All Souls Avenue is within this year’s work programme. Informal consultation with residents and businesses of that (uncontrolled) part of All Souls Avenue was carried out in October / November 2009. At the request of a ward member the exercise was preceded by a public meeting to encourage awareness of the consultation and enable informed responses.

3.16 The consultation questionnaire asked residents/businesses if they wanted to be incorporated within the existing KH CPZ which operates between Noon - 3pm, Monday to Friday. A copy of the consultation document is shown at appendix B. A summary of the results of the consultation is provided below:

Total questionnaires sent out: 164
 Total questionnaires returned: 65
 Percentage response: 39.6%

3.17 Questionnaire analysis:

Street Name	Question 1		Question 2	
	Yes	No	Yes	No
All Souls Avenue	40	23	56	9

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

Question 2: Are you in favour to be included in zone KH CPZ which operates between Noon - 3 pm, Monday to Friday?

3.18 The response indicate that the majority of residents experience parking problems and are supportive of the extension of KH CPZ to incorporate that part of All Souls Avenue that is currently uncontrolled.

3.19 In light of the consultation results, it is therefore recommended that All Souls Avenue (the section between Hardinge Road and Chamebrlayne Road) be assimilated into zone KH CPZ subject to statutory consultation.

3.20 Officers have always been of the view that, subject to the results of any consultation exercise, the introduction of controlled parking into the remaining section of All Souls Avenue should be by extension of the adjacent KH CPZ. Officers are of the view that this makes best operational sense and is the most suitable arrangement for All Souls Avenue whilst having no significantly detrimental impact on those within the existing CPZ.

3.21 The proposal is consistent with the views of the petitioners referred to at 3.1-3.2.

Programme of work 2009 / 10

- 3.22 An allocation of £390,000 has been made available for new CPZs and CPZ reviews for the 2009/10 financial year. The resources of the Transportation Unit's CPZ team are committed to the programme shown in the table below. In view of the financial pressures facing the Council and the level of current commitments it is not proposed to add further schemes to the programme at this time.

CPZ Programme of work 2009/10	Amount (£)
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 Grove, Dorothy Ave, Hillfield Ave (part), Valley Gdns, Lyon Park Ave, Highmead Crescent)	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
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
Total cost of schemes	£ 255,000

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 Head of Transportation 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

APPENDIX A – ZONE NT EXTENSION – PAGE 1

Sept/Oct 2009

Our ref: TP833 - GSB



Public Consultation

Proposed extension to the existing Controlled Parking Zone NT

Brent Council introduced controlled parking zone NT after a successful consultation with local residents and businesses. The original scheme included Normanby Road, Mulgrave Road, Lennox Gardens, Sonia Gardens and Park View Road. This scheme was implemented in February 2008 which was approved by the Council's Highways Committee.

However, a number of complaints have been received from residents living outside the CPZ area about the parking displacement into their roads. The residents have now 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 NT 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 NT which operate between 8.30am to 6.30pm, Monday to Friday**. Please therefore complete and return the questionnaire by **Friday 9th October 2009**, using the freepost facility.

A draft scheme has been designed for the area which will be on display at Neasden Library, 227 Neasden Lane, NW10 1QJ from **14th of September to 9th of October 2009**. Council officers will be in attendance to answer any questions you may have on the following dates:

Thursday 24th September 2009 from 5.30pm – 7.30pm
Friday 25th September 2009 from 3.30pm – 5.30pm
Saturday 26th September 2009 from 1.30pm – 4.30pm

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.
- Residents' visitors can park all day in a permit holder parking bay by displaying a visitor's permit or by scratch cards. The annual visitor's permit will cost £100 per annum and book of 10 scratch cards will cost £10 each. A maximum of 15 books can be bought at this price and the price of additional books will be £20 each.
- 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.

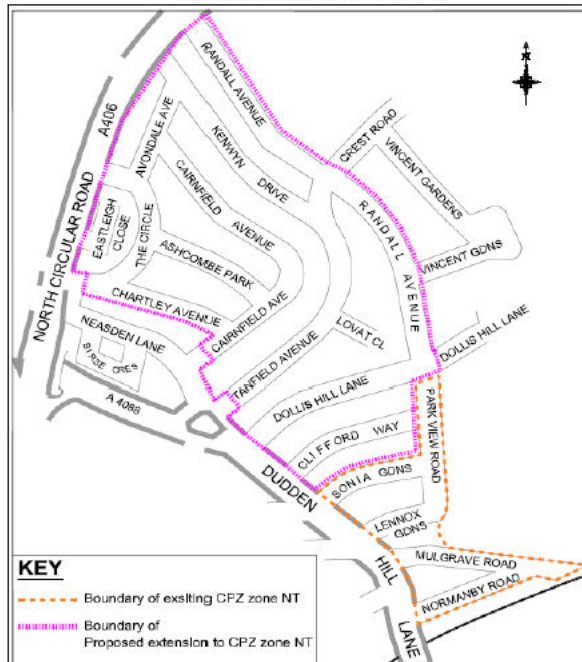
If you require any further information on the existing CPZs or wish to discuss any specific issue please contact on 0208 937 5127.

APPENDIX A – ZONE NT EXTENSION – PAGE 2

Current 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.		

Consultation Area



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APPENDIX A – ZONE NT EXTENSION – PAGE 3

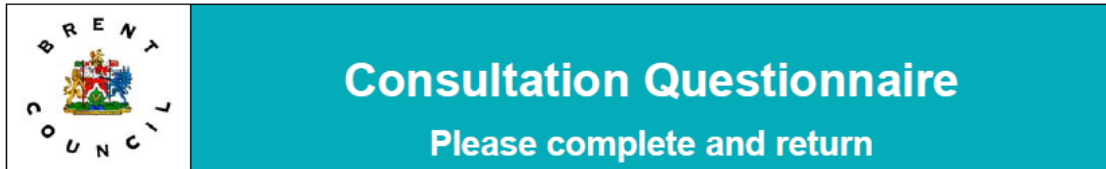
Translation Request

<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>ஆங்கிலத்தில் இதனை விளங்கிக்கொள்வதில் உங்களுக்குக் கஷ்டம் இருந்தால், தங்கட்கிழமைக்கும் வெள்ளிக்கிழமைக்கும் இடையில் காலை 9 மணிவிலிருந்து பிற்பகல் 5 மணி வரை ரவுன் ஹோல், ஹோட்டி லேன், வெம்பிள் என்ற இடத்திலுள்ள வன்- ஸ்டோப் சோப் என்பதைத் தயவுசெய்து தொடர்புகொள்ளவும். தொலைபேசி 020 8937 5185/5132</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 صباحا و 5 مساء 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 One-Stop Shop në adresën Town Hall, Forty Lane, Wembley, nga e Hëna deri të Premten në orarin 9paradite - 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 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 5185/5132</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 5185/5132</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 5185/5132</p>	GUJARATI
<p>آگش میں دی گئی یہ 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 5185/5132 اوقات: پورا ہفتے 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 5185/5132 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 ਸ਼ੌਪ ਨਾਲ ਸੰਪਰਕ ਤੋਂ ਸ਼ੁਕਰਵਾਰ ਸਵੇਰੇ 9 ਵਜੇ ਤੋਂ ਸ਼ਾਮ 5 ਵਜੇ ਤੱਕ ਸੰਪਰਕ ਕਰਨ ਦੀ ਕ੍ਰਿਪਾ ਕਰੋ। ਟੈਲੀਫੋਨ 020 8937 5185/5132</p>	PUNJABI

APPENDIX A – ZONE NT EXTENSION – PAGE 4

Our ref: TP833 - GSB

Sept/Oct 2009



Dear Sir or Madam,

Proposed extension to CPZ zone NT, Neasden

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 9th 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 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 after 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 5127**

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APPENDIX A – ZONE NT EXTENSION – PAGE 5

Question
<p>1. Do you have parking problems in your street?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>2. Are you in favour to be included in CPZ zone NT which operates between 8.30am - 6.30pm Monday to Friday?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
Comments

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation,
please call Paulette Weeks on 020 8937 5127

APPENDIX A – ZONE NT EXTENSION – PAGE 6



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 5132/5185 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)

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

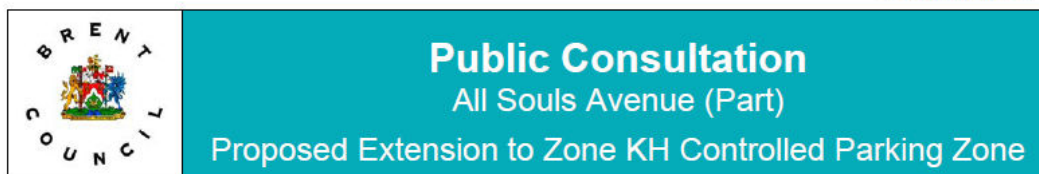
5) What is your gender? Female Male

6) To which age group do you belong?

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

APPENDIX B - ALL SOULS AVENUE – KH EXTENSION – PAGE 1

Our ref: TP155 KH EXT - TC
October 2009



Dear Resident,

Brent Council has been contacted by residents living in the section of All Souls Avenue between Chamberlayne Road and Hardinge Road. This section of All Souls Avenue has no parking controls and residents there are experiencing parking problems. The inclusion of All Souls Avenue into the adjacent zone KH CPZ could help to address those parking problems.

The Council would like the views of local residents to establish whether there is support for the inclusion of this length of All Souls Avenue within the KH controlled parking zone. Included in these consultation documents is a plan showing the proposed layout of the parking scheme, and how it will affect you. Also included is a questionnaire asking for your views on this proposal. All residents within the affected section of All Souls Avenue are encouraged to fill out the questionnaire and return it in the FREEPOST envelope before the closing date of **Monday 9th November 2009**.

After the closing date, all responses will be collated and analysed. The final result along with officers' recommendations will then be presented to the Council's Highways Committee in November 2009. Shortly thereafter, all residents will be sent a letter informing them of the committee's decision.

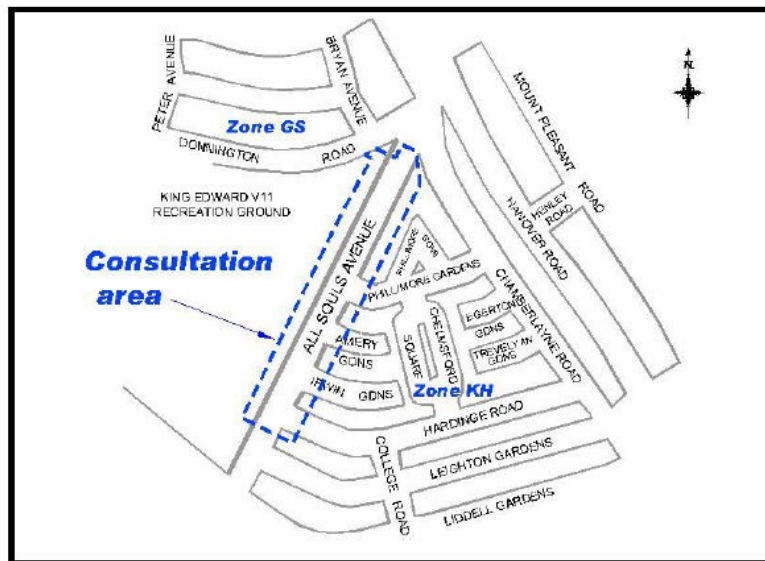
If majority of residents show support for the inclusion of this part of All Souls Avenue into zone KH CPZ, it will be progressed and your road will be amalgamated within the zone which operates between Noon – 3pm, Monday to Friday.

Please be assured that a CPZ will only be implemented if there is a majority support otherwise the Council will not proceed. If majority support is not identified the Council would not be able to consider including this part of All Souls Avenue into the KH CPZ.

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 the Council

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 a 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.

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

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

If you would like further information please contact:

Taher Chaudhary
Senior Engineer – Policy & Design
Transportation Service Unit
London Borough of Brent
Tel: 020 8937 5149

Technical Support Officer
Transportation Service Unit
London Borough of Brent
Tel: 020 8937 5132

**If you require this document in larger print please
telephone: 020 8937 5143 or 5132**


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APPENDIX B - ALL SOULS AVENUE – KH EXTENSION – PAGE 5

Our ref: TP155 KH EXT - TC

October 2009

	<h2>Questionnaire</h2> <p>All Souls Avenue (Part)</p> <p>Proposed Extension to Zone KH Controlled Parking Zone</p>
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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 **9th November 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 generally be 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**

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APPENDIX B - ALL SOULS AVENUE – KH EXTENSION – PAGE 7



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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Highways Committee 18th November 2009

Report from the Head of Transportation

For Action

Wards Affected: Fryent

Update Report on the Kingsbury Road Local Safety Scheme

Forward Plan Ref: E&C-09/20 23

1.0 Summary

- 1.1 This report provides members with a requested update on the outcomes of the Kingsbury Road Local Safety Scheme which was implemented in March 2009. The report identifies that, over the 7 months since implementation, the scheme has led to a significant reduction in vehicle speeds along the road without any identifiable negative impact on the operation of the road.

2.0 Recommendations

- 2.1 That Committee notes the contents of the report.

3.0 Background

- 3.1 The Kingsbury Road Local Safety Scheme focused on the section of Kingsbury Road between Valley Drive and Roe Green which is in excess of 12m wide and was made up of four approximately 3.0m wide traffic lanes, two in each direction. The speed limit on the road was, and remains at, 30mph.
- 3.2 Traffic surveys undertaken prior to the scheme implementation showed that in the eastbound direction 85th percentile speeds were 40.7mph and the westbound direction 85th percentile speeds were measured at 38.7mph. Over the period of the surveys almost 400 vehicles were measure travelling in excess of 60mph.
- 3.3 A total of 18 personal injury accidents (PIA's) occurred along this section of Kingsbury Road in the 3 years prior to the introduction of the scheme. Nine of these occurred between Valley Drive and west of Roe Green. The other nine PIA's occurred at the junction of Kingsbury Road with Roe Green. A significant number of the PIA's had speed as a contributing factor.

- 3.4 Due to the level of PIA's occurring along this section of Kingsbury Road funding was successfully sought for the 2008/09 financial year through the annual Local Implementation Plan process for the design, consultation and implementation of a Local Safety Scheme (LSS). The scheme was implemented in March 2009.
- 3.5 A petition was received from resident of the Valley Farm Estate against the scheme (predominately outside the area of the consultation) on the 29th October 2008.
- 3.6 The petition was presented to this Committee on the 20th January 2009. After consideration of the petition and related issues the Committee approved the scheme for implementation at that meeting.
- 3.7 The Committee will recall that the scheme and related issues was subsequently the subject of further review and scrutiny through the Council's various processes. Nevertheless the scheme was reconsidered by this Committee on the 19th March 2009 when Committee again approved it's implementation. Officers were requested to bring back a report to this Committee approximately 6 months after the implementation of the scheme to identify its outcomes. This is that report.
- 3.8 The main objective of the scheme was to reduce vehicles speeds and hence reduce the number and severity of personal injury accidents. A drawing showing the scheme is attached at APPENDIX A.

4.0 Outcomes

- 4.1 Surveys measuring the speed and volume of traffic on Kingsbury Road were undertaken pre and post implementation of the scheme. The results of those surveys are summarised in the table below. The results show that the scheme has had no impact on the volume of traffic using Kingsbury Road but that 85thile speeds have reduced by an average of 6.6mph.

Direction along Kingsbury Road	Before Implementation			After Implementation			Change	
	Average speed (mph)	85 th ile speed (mph)	Volume (000's vehicles)	Average speed (mph)	85 th ile speed (mph)	Volume (000's vehicles)	% Average speed (mph)	% 85 th ile speed (mph)
E'bound	35.4	40.7	10	28.2	32.9	10.2	-20%	-19%
W'bound	34	38.7	9.3	28	33.4	9.3	-18%	-14%

- 4.2 During the 3 year period prior to the introduction of the scheme there had been a total of 18 PIA within the extent of the scheme. There is currently insufficient accident data available to make a meaning prediction of future PIA levels. However since the implementation of the scheme there have been no reported PIA's.

- 4.3 Regular visual observation of traffic on Kingsbury Road has been undertaken during peak hours since the Scheme was implemented to assess the extent of queuing eastbound on to the Roe Green traffic signals and westbound into the Kingsbury Town Centre.
- 4.4 In regards to the westbound movement into the Town Centre the queues were noted as being predominantly short of Valley Drive or not visible from Valley Drive at all. Only occasionally did this queue extend beyond Valley to Old Kenton Lane. In regards to eastbound queuing onto the Roe Green signals there was only one occasion when this queuing was so long that traffic had to wait more than one cycle of the traffic lights to pass through the junction and on this occasion it took only two cycles of the lights. Neither of these queuing patterns represents a significant change to the pre-implementation situation.
- 4.5 No new complaints have been received by the Transportation Service Unit regarding the Kingsbury Road Local Safety Scheme or its impact since its implementation
- 4.6 Monitoring of the scheme indicates that it has not has any noticeable impact on the volume or movement of traffic along this section of Kingsbury Road. The scheme has however significantly reduced vehicular speeds. It is too early to confirm as this stage the final impact of the scheme on the level of PIA's. The situation will continue to be monitored. However, it is expected that the achieved speed reduction will lead to a significant decrease in the level and severity of PIA's.
- 5.0 Financial Implications**
- 5.1 Officer time and costs associated with the monitoring of the scheme can be met from the revenue allocations for the current financial year for general schemes.
- 6.0 Legal Implications**
- 6.1 None at this stage
- 7.0 Diversity Implications**
- 7.1 The introduction of the scheme has provided a safer environment for all road users particularly the more vulnerable users like the disabled, elderly and children
- 8.0 Staffing/Accommodation Implications**
- 8.1 None.
- 9.0 Environmental Implications**
- 9.1 The implementation the scheme has improved road safety and supports sustainable forms of transport.

Background Papers

File TP734 Kingsbury Road Local Safety Scheme
Highways Committee minutes 20th January 2009 and 19th March 2009

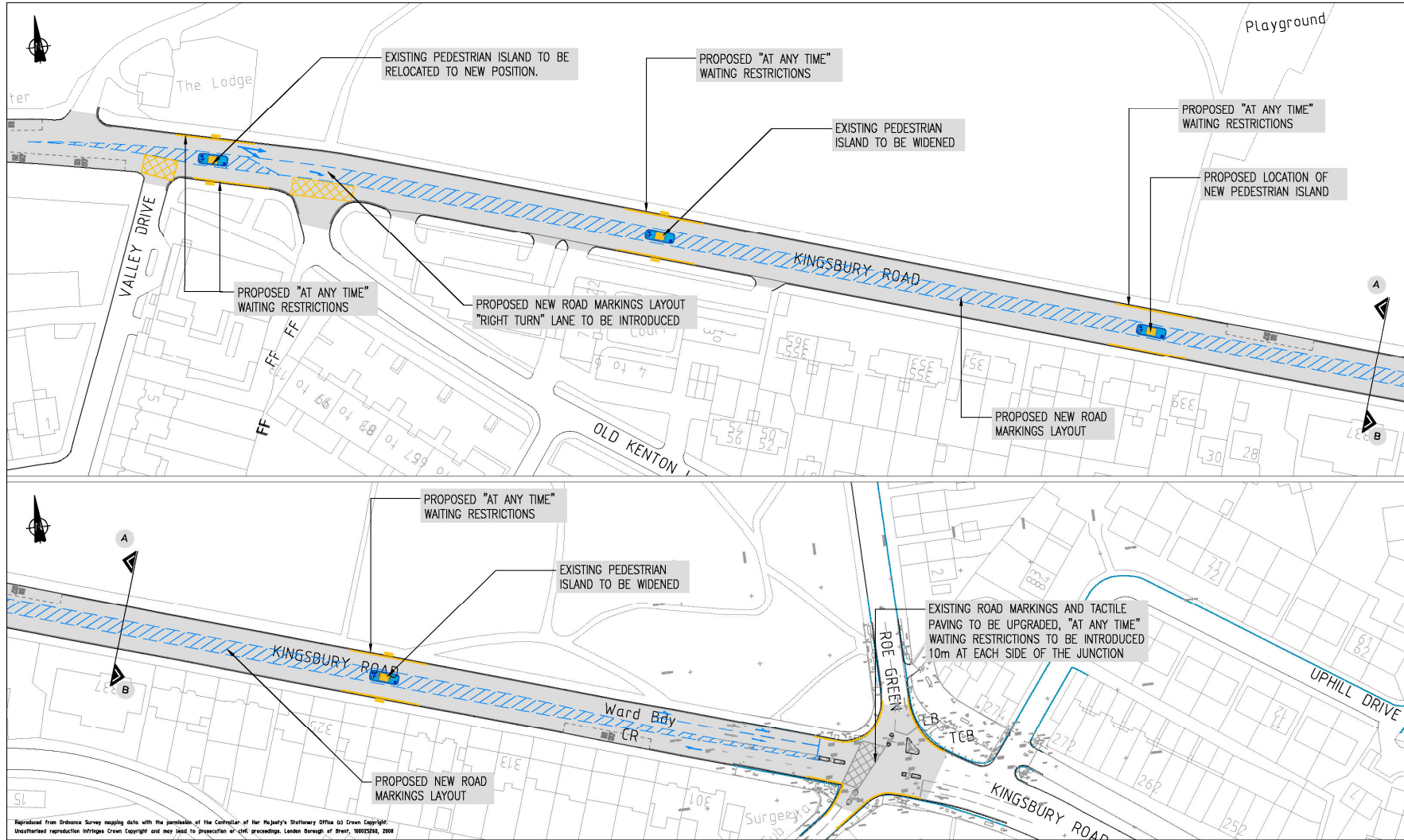
Contact Officers

Chris Margetts, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446


Tim Jackson
Head of Transportation

Richard Saunders
Director of Environment and Culture

Appendix 1: Scheme Drawing



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 <p>London Borough of Brent Environment & Culture Transportation Service Unit Brent House, 349-357 High Road Wembley, Middlesex. HA9 8BZ</p>				<p>Notes</p>	<p>Job Title LOCAL SAFETY SCHEMES KINGSBURY ROAD VALLEY DRIVE TO ROE GREEN</p>	<p>Scale 1:1000</p>	<p>A3</p>	<p>Designed C.M</p>
						<p>Date created 27-08-08</p>		<p>Drawn C.M</p>
							<p>Drawing No. TM-2590-03</p>	<p>Checked</p>
							<p>CAD Ref.</p>	<p>Approved</p>
	<p>Rev</p>	<p>Revision Note</p>	<p>Date</p>		<p>Drawing Title CONSULTATION LAYOUT</p>			<p>Rev. A</p>

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