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

1.0 Summary

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

2.0 Recommendations

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

3.0 Details

Proposed HY CPZ extension

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

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

Summary of consultation results

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

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

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

4.0 Financial Implications

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

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

5.0 Legal Implications

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

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

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

6.0 Diversity Implications

Highways Committee Report – HY CPZ extension. 18 th October 2011	Vs 1.1 - 10 th October 2011
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- 6.1 An equalities analysis has been undertaken and is shown at Appendix C. The Committee is under a duty to give consideration to that analysis when considering this report and making a decision.

7.0 Staffing/Accommodation Implications

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

8.0 Environmental Implications

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

Background Papers

L.B. Brent Parking Strategy (2002)

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

Traffic Management and Parking Guidance for London (GOL)

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

Contact Officers

Hossein AmirHosseini, Team Leader – Parking, 020 8937 5188

Tim Jackson, Head of Transportation – 020 8937 5151

Appendix A
Consultation document – HY CPZ extension



Public Consultation

Proposed Extension to Zone HY Controlled Parking Zone

Dear Resident/Business,

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

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

www.brent.gov.uk/parkingpermits

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

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

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

A brief reminder of how CPZs operate generally:

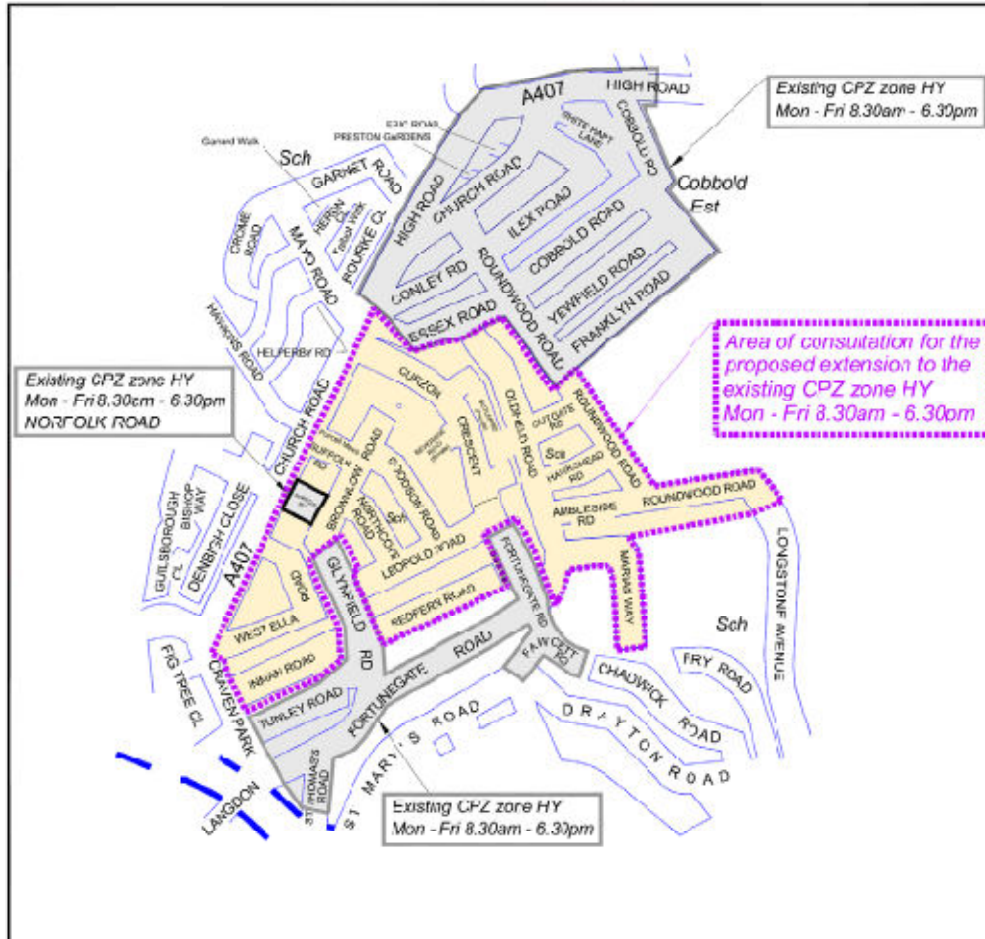
- All the kerbside space is controlled. Yellow lines will be introduced to control road junctions (double yellows) and vehicular accesses (single yellows). This will prevent obstructive parking on junctions and across driveways. It will also improve accessibility for pedestrians, disabled, emergency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

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

Tim Jackson
Head of Transportation

We are consulting residents/businesses in this area

Area of Consultation



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Brent Council CO2 Emission Based Permit charges



CONTROLLED PARKING ZONE PERMIT CHARGES:

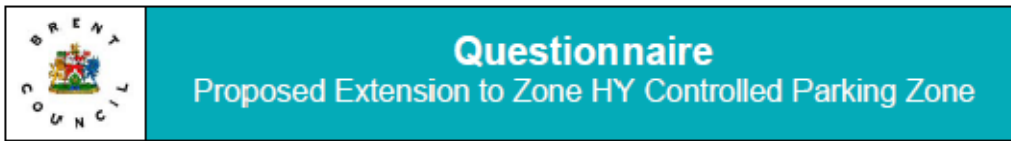
- A charge of 1.25% will be added for payment by credit card. There is no charge for payment by debit card.

Brent Band	1	2	3	4	5	6	7
For vehicles registered on / after 1st of March 2001							
Vehicle Emissions (gCO2/km) *	<110	110-130	131-150	151-175	176-200	201-255	255>
Brent Band	1	2	3	4	5	6	7
For vehicles registered before 1st of March 2001							
Vehicle Engine Size (cc)	<1100	1101-1200	1201-1550	1551-1800	1801-2400	2401-3000	3000>
Resident Permit for 1 Year	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£110)	£50 (£110)	£75 (£110)	£100 (£110)	£125 (£135)	£160 (£160)	£200 (£210)
2nd Resident Permit Visitor Permit charges are in brackets	£75 (£110)	£75 (£110)	£113 (£123)	£160 (£160)	£188 (£198)	£225 (£235)	£300 (£300)
3rd Resident Permit Visitor Permit charges are in brackets	£100 (£110)	£100 (£110)	£160 (£160)	£200 (£210)	£260 (£260)	£300 (£300)	£300 (£300)
Resident Permit for 6 Months	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£55)	£31 (£55)	£43.50 (£55)	£58 (£55)	£68.50 (£68.50)	£81 (£81)	£108 (£105)
2nd Resident Permit Visitor Permit charges are in brackets	£43.5 (£55)	£43.50 (£55)	£62.50 (£81)	£81 (£81)	£100 (£100)	£118.50 (£118.50)	£168 (£155)
3rd Resident Permit Visitor Permit charges are in brackets	£58 (£55)	£58 (£55)	£81 (£81)	£108 (£105)	£131 (£131)	£168 (£155)	£168 (£155)
Resident Permit for 3 Months	1	2	3	4	5	6	7
1st Resident Permit Visitor Permit charges are in brackets	£0 (£31)	£18.50 (£31)	£24.75 (£31)	£31 (£31)	£37.25 (£37.25)	£43.50 (£43.50)	£58 (£55)
2nd Resident Permit Visitor Permit charges are in brackets	£24.75 (£31)	£24.75 (£31)	£34.25 (£34.25)	£43.50 (£43.50)	£53 (£53)	£62.25 (£62.25)	£81 (£81)
3rd Resident Permit Visitor Permit charges are in brackets	£31 (£31)	£31 (£31)	£43.50 (£43.50)	£58 (£55)	£68.50 (£68.50)	£81 (£81)	£81 (£81)
Visitor Household Permit Band	1	2	3	4	5	6	7
Visitor Household Permit Charges are marked in brackets, (only one permit per household can be issued)	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()	As above ()
All Other Vehicles	3 Months		6 Months		1 Year		
Business Livered Permit	£80		£100		£180		
Business Permit	£90		£180		£300		
Doctor's Exempt Permit			£160 per Year				
Temporary Permit			£10 per Month				
Replacement Permit (Lost, stolen, or defaced permit)			£10 per re-print				
* If the V5 document does not state the CO2 emissions, the Council will use the cc engine size in determining the correct permit charge.							

PTO

Translation Request

<p>We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g large print, Braille), please contact the Consultation Officer on 0208 937 5127.</p>	ENGLISH
<p>நாங்கள் வழங்கும் தகவலை எங்களின் எல்லா வடிவங்களிலும் புரிந்துகொள்வதை நாங்கள் விரும்புகின்றோம். இந்நூல் தகவலை உங்களின் சொந்த மொழியில் அல்லது ஒரு மாற்று வடிவத்தில் (உதாரணம்: பெரிய எழுத்து, பிரைல்) நீங்கள் வேண்டினால், தயவுசெய்து 0208 937 5127 இல் கஸ்துதரவேண்டிய அலுவலர்மேல் தொடர்புகொள்ளவும்.</p>	TAMIL
<p>نود أن يتمكن جميع عملائنا من فهم المعلومات التي نقدمها. إذا كنت ترغب في استلام هذه المعلومات مترجمة إلى لغتك الأولى أو تفصلها بصيغة أخرى (مثال، بالحروف الكبيرة أو مكتوبة بلغة برايل للمكفوفين) فيرجى الاتصال بموظف المشاور على هاتف رقم: 0208 937 5127</p>	ARABIC
<p>Ne duam që të gjithë konsumatorët tanë të kuptojnë informacionin, që ne japim. Nëse e doni të merrni këtë informacion në gjuhën tuaj ose në një format tjetër (p.sh. me shkronja të mëdha, ose shkrim Braille), lutemi kontaktoni Oficerin e Konsultimit në numrin 0208 937 5127.</p>	ALBANIAN
<p>Chcemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebuje Pan(i) uzyskać te informacje w swoim języku lub w innej formie (np. dużą czcionką, alfabetem Braille'a), prosimy skontaktować się z urzędnikiem ds. konsultacji (Consultation Officer) pod numerem 0208 937 5127.</p>	POLISH
<p>Waxaanu rabnaa in dhamaan macaamiishayadu fahmi karaan warbixinta aamu siino. Haddii aad u baahatid in warbixinta aad ku hesho luqadaada ama hab kale (sida qoraal balaadhan, taabasho akhris) fadlan lasoo xidhiidh xafiiska talo bixinta ee 02089375127.</p>	SOMALI
<p>અમે જે પૂરી પાડીએ છીએ તે માહિતીમાં અમારા અથવા અલગ અલગ સમજણ પર એવું અમે ઈચ્છીએ છીએ. જો તમને આ માહિતી તમારી પોતાની ભાષામાં અથવા બીજા કોઈ સ્વરૂપમાં (દા.ત. મોટા અક્ષરોમાં છાપેલી, બ્રેઇલમાં) મેળવવાની જરૂર પડે, તો કૃપા કરીને કન્સલ્ટેશન ઓફિસરનો 0208 937 5127 પર સંપર્ક કરો.</p>	GUJARATI
<p>ہم چاہتے ہیں کہ جو معلومات ہم دیں وہ ہمارے تمام کسٹمرز سمجھ سکیں۔ یہ معلومات اگر آپ کو اپنی زبان یا کسی دیگر شکل (بڑے حروف کی چھاپی، بریل) میں درکار ہو تو براہ مہربانی کنسلٹیشن آفیسر سے نمبر 0208 937 5127 پر رابطہ کریں۔</p>	URDU
<p>हम चाहते हैं कि जो सूचना हम दें वह हमारे सब कस्टमर्स समझ सकें। यह सूचना यदि आपको अपनी भाषा या किसी अन्य रूप (बड़े अक्षरों, ब्रेल) में चाहिये तो कृपया कंसल्टेशन ऑफिसर से नंबर 0208 937 5127 पर संपर्क करें।</p>	HINDI
<p>ਅਸੀਂ ਚਾਹੁੰਦੇ ਹਾਂ ਕਿ ਸਾਡੇ ਸਾਰੇ ਗਾਹਕ ਸਾਡੇ ਵਲੋਂ ਪ੍ਰਦਾਨ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਣਕਾਰੀ ਸਮਝ ਸਕਣ। ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਆਪਣੀ ਫੋਲੀ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ (ਮਸਲਨ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਛਪੀ ਜਾਂ ਬਰੇਲ) ਲੋੜੀਂਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਕੋਨਸਲਟੇਸ਼ਨ ਅਫਸਰ ਨਾਲ 0208 937 5127 ਤੇ ਸੰਪਰਕ ਕਰੋ।</p>	PUNJABI



Dear Sir or Madam,

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

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

Sending back this form

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

Details on-line

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

Only one reply per household or business will be accepted.

Tim Jackson
Head of Transportation

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



Questionnaire

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

Yes

No

Comments

Thank you for taking the time to complete this questionnaire.

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



Equalities Monitoring Questionnaire

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

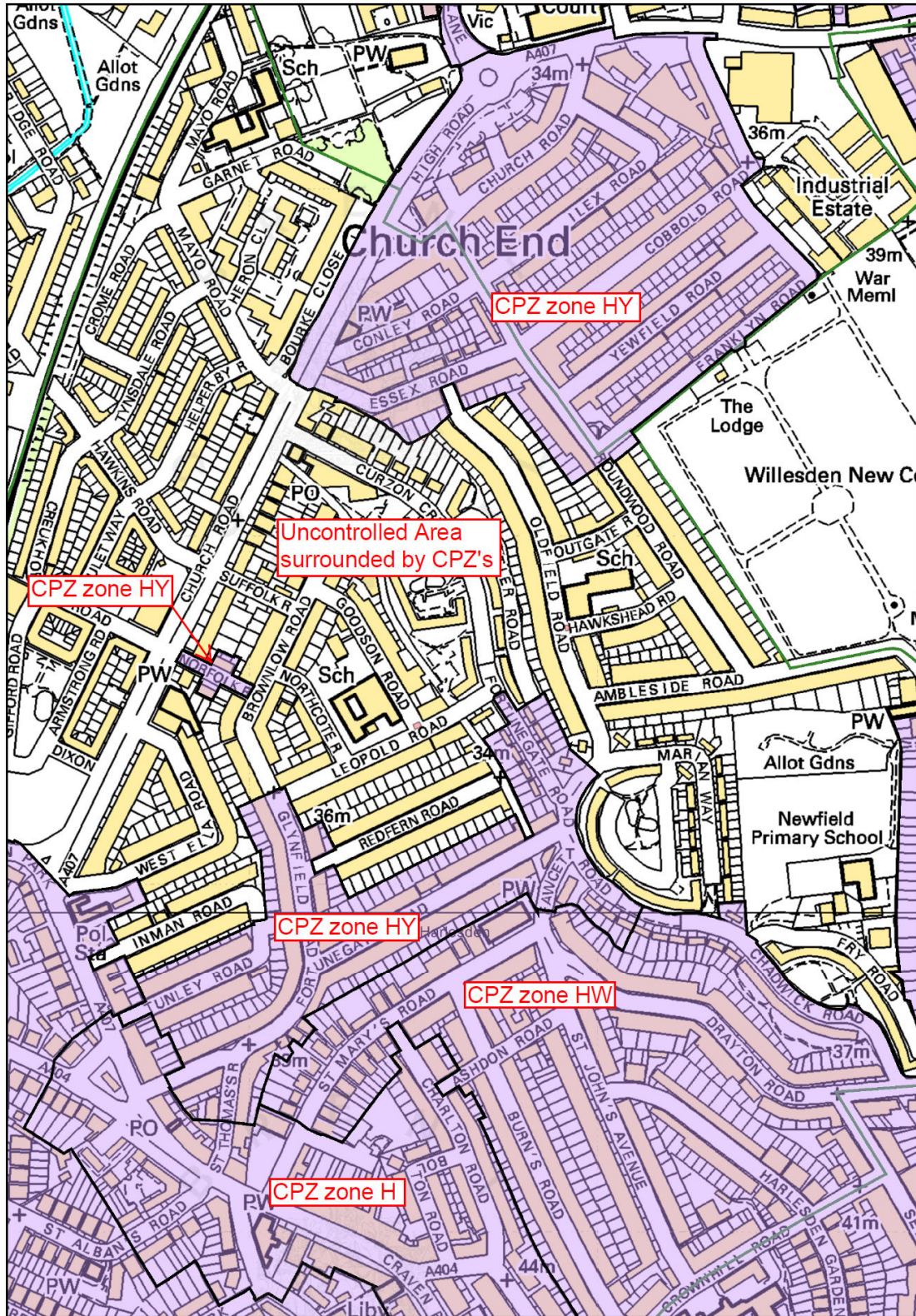
Any information given will be processed, in accordance with the Data Protection Act 1998 and therefore information which can identify you will not be published or passed to any third party.

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

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

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

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



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21 September 2011

1:5000



Appendix B
Results of the July 2010 consultation

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

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