

**MINUTES OF THE HIGHWAYS COMMITTEE**  
**Thursday, 17<sup>th</sup> December 2003 at 7.00 pm**

PRESENT: Councillor Jones (Chair), Councillor Kagan (Vice Chair) and Councillors Beswick & R S Patel.

Councillors V Brown, Gillani, Joseph, Sayers and Van Colle also attended the meeting.

Apologies for absence were received from Councillor Thomas.

**1. Declarations of Interest**

None declared.

**2. Minutes of Highways Committee – 16<sup>th</sup> October 2003**

RESOLVED:-

that the minutes of the Highways Committee held on 16<sup>th</sup> October 2003 be received and approved as an accurate record subject to the following amendment in the last paragraph of page 2. The final 2 sentences to read “Mr Dunwell claimed that QARA had evidence and sworn statements showing the scheme did not have majority support and he asked the Committee to view the evidence.”

**3. Matters Arising**

Phil Rankmore (Director Transportation Unit) informed the Committee that meetings with the Emergency Services concerning event day parking were ongoing. He reported that the Police and Fire Services would formally object to any traffic barrier proposals. In reply to a query from Councillor Van Colle, David Eaglesham (Head of Traffic Management) confirmed that officers would consult with councillors on event day parking schemes 1 month before going to public consultation.

The Chair then referred to the Highways Committee Procedural Protocol, highlighting that speakers had up to 2 minutes to present their views.

**4. Deputations**

**Mr Frank Ashleigh** requested that a pilot Controlled Parking Zone (CPZ) scheme be introduced to Valley Farm. He asked if different time restrictions could be introduced to different streets and if it was possible to combine 2 different schemes. In responding, the Chair informed Mr Ashleigh that a report would need to be produced before any decision was made and she assured him that the views of the residents would be considered.

## 5. Petitions

### (a) Ellesmere Road – Request for Introduction of CPZ Scheme

The Committee received a petition requesting “that the Council introduce a controlled parking scheme for our road as soon as is possible as the recent introduction of a scheme in nearby Hamilton/Dewsbury Roads has moved a considerable problem on to us.”

Speaking for the petition, **Mr Shaun McGloin** stated that the introduction of a CPZ scheme in nearby Dewsbury Road had resulted in extra traffic being diverted to Ellesmere Road. He suggested that commuter traffic for the nearby commuter station was putting pressure on parking spaces and that it raised safety concerns. Children were in greater danger from the extra traffic generated and cars had been vandalised. He stated that these issues needed to be addressed immediately rather than after the review of CPZ scheme zone G in April 2004. The Chair stated that Ellesmere Road had not shown majority support for the introduction of a CPZ scheme in an earlier consultation. In reply, Mr McGloin stated it was difficult to obtain a majority for such a long road. Satnam Sahota (Officer, Transportation Unit) explained that a breakdown of the consultation had not identified a specific area of the road in support of a CPZ scheme. The Chair added that it would be preferable to wait for the CPZ G zone review as piecemeal consultations were impractical. However she agreed that safety issues for Ellesmere Road should be addressed.

RESOLVED:-

that the petition be noted.

### (b) Controlled Parking Zone KL – Support of Proposed CPZ Scheme

The Committee received the following petition stating:-

“We, the undersigned, are in favour of a controlled parking zone (CPZ) for Clifford Gardens, Bathurst Gardens, Leigh Gardens, Buchanan Gardens and College Road. We wish the scheme to go ahead in January and therefore accept the hours of 8.30 am to 6.30 pm.”

**Ms Corelli Maxwell**, speaking for the petition, stated that parking had become very difficult. The proximity of Kensal Green tube station encouraged parking from commuters, and shoppers were also using parking space. Ms Maxwell also listed the following difficulties currently being experienced:

- (a) Greater level of traffic in general.
- (b) Illegal and dangerous parking.
- (c) Difficulty of parking for various users including doctors and taxis.
- (d) Incidents of 'parking rage'
- (e) Vehicles parking 'sideways'.

She asked that the CPZ scheme Zone KL be introduced in January, operating from hours 8.30 am to 6.30 pm, as proposed. She added that a one hour restriction would not be enough to discourage people and requested that the scheme be implemented without delay.

**Councillor Joseph** declared that she had been approached by residents to speak on behalf of the petition. She commented that residents were disappointed that, despite showing overwhelming support for the introduction of a CPZ scheme, because of the objections received that a re-consultation was required. However, she praised the way the consultation and re-consultation had been conducted. She requested reassurance that the CPZ scheme be implemented as soon as possible without any further delay being prompted by a counter petition.

In reply, Mr Sahota explained that because the majority of residents supported the introduction of the CPZ scheme that any objection could be overruled. He added that it was likely that the scheme would be implemented in January or February of 2004.

Councillors Kagan and Beswick agreed that Ms Maxwell and Councillor Joseph had made valid points.

RESOLVED:-

that the petition be noted.

## 6. **Progress Report on Controlled Parking Zones Programme**

The Committee received a report informing Members on progress with the programme of implementing Controlled Parking Zones (CPZs) in Brent since the report to the last meeting of the Committee in October 2003, and on the receipt of a petition from residents of Ellesmere Road, NW10, requesting CPZ measures for their street (Zone GB).

Introducing the report, Mr Sahota informed the Committee that statutory consultation for CPZ Zone HW had commenced and that announcements would be advertised in the local press. Commenting on a request made by Mr Chambers at the previous meeting for the whole area of Harlesden Gardens to be re-consulted, he explained that there were 8 weeks remaining to re-organise the re-consultation before it would begin. Residents in Crownhill Road, which fell under CPZ Zones H and HW would

be offered the choice of a permit for either one zone or the other. Replying to queries from the Committee, he explained that dual use permits would not be available, but where streets came under 2 zones residents would have the choice of either. The Chair asked officers to note the request from residents for the reintroduction of double yellow lines at a nearby school that had been removed.

**RESOLVED:-**

- (i) that the progress on the Controlled Parking Zones programme funded by Capital funds from Transport for London (associated with the Mayor's Congestion Charging Scheme for Central London and the Borough Spending Plan) and the Transportation Service Unit revenue budget be noted,
- (ii) that the objection received from CPZ Zone GC to the Public Notice as part of the Traffic Management Order making process be noted and that the Director of Transportation's decision to overrule the objection as detailed in Item 7.14 of this report be endorsed and to proceed with the implementation of the CPZ,
- (iii) that the petition received from Ellesmere Road, NW10 (Zone GB) be noted and it be agreed that consultations be deferred until the completion of the implementation programme for CPZ measures in the Dollis Hill/Willesden area, as detailed in Item 7.13 of this report,
- (iv) that officers investigate safety issues regarding Ellesmere Road as raised by the petitioners.

**7. Review of Controlled Parking Zones GM & MC (Cricklewood)**

The Committee received a report updating them on progress with the reviews of the Controlled Parking Zones (CPZs) GM and MC. Introducing the report Mr Sahota informed the Committee that the GM review, which had offered 2 different times of operation, had resulted in officers recommending that where residents showed support for operational times 10 am to 3 pm Monday to Saturday to be included in a new Zone GA CPZ. The Chair then requested that Zone MC be deferred for further consultation with ward councillors.

Councillor Sayers commented that consultation of GM Zone CPZ had been conducted fairly. He was pleased that Mora Road, which had indicated support for operational times of 10 am to 9 pm Monday to Saturday, would have these times retained. He added that he considered the pay and display scheme in Ashford Road unfair and that in his view there had been no evidence of enforcement of the CPZ scheme in Hassop Road. He was pleased that the Chair had requested that Zone MC be deferred for further consultation with ward councillors.

**RESOLVED:-**

the results of informal consultations in Zones GM and MC be noted and it be agreed that:

- (a) the streets which have indicated support for the operational times of 10 am to 9 pm, Monday to Saturday, as shown at the map at Figure 1 and Table 1 of the supplementary report, be included in the Zone GM CPZ, with the exception of Sneyd and Dawson Roads,
- (b) the streets which have indicated support for the operational times of 10 am to 3 pm, Monday to Saturday, as shown at the map at Figure 1 and Table 1 of the supplementary report, be included in a new Zone GA CPZ,
- (c) officers proceed with the statutory consultation to introduce the changes detailed in (a) and (b) above,
- (d) the operational times of Zone MC be deferred for further consultation with ward councillors,
- (e) officers re-consult on the CPZ operational times in Olive Road and to include it in either Zone GA or GM, subject to the outcome of the re-consultation,
- (f) that the Director of Transportation be authorised to proceed with implementing the schemes detailed in this report and that he undertakes any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are frivolous or irrelevant.

#### **8. Review of Zones K, KB, KC & KQ**

The Committee received a report informing Members on the review of the operational times of the Queens Park and Kensal area Controlled Parking Zones (CPZs) – Zones K, KB, KC and KQ. Mr Sahota added that residents in zones K, KB and KC had indicated support for the withdrawal altogether of the operation of the CPZ scheme on bank holidays.

**RESOLVED:-**

that the results of the informal consultations on the bank holiday operation of the Zones K, KB, KC and KQ CPZs be noted and it be agreed that:

- (a) the bank holiday operation of the CPZs in Zones K, KB and KC be withdrawn and that the Traffic Management Order in respect of these CPZs be amended accordingly,

- (b) the bank holiday operation of the Zone KQ CPZ to apply on the August Bank Holiday Monday only,
- (c) the Director of Transportation be authorised to proceed with implementing the schemes detailed in this report and that he undertakes any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are frivolous or irrelevant.

**9. Zone KL Controlled Parking Zone Re-consultation**

The Committee received a report informing Members about a further consultation undertaken regarding the operational hours for the Kensal Rise area Controlled Parking Zone (CPZ) KL.

RESOLVED:-

that the results of the informal consultations in Zone KL on the operational hours of the CPZ as shown in table 7 of the supplementary report and it be agreed that:

- (a) the objections received to the statutory consultation, including the petition received in response to the Public Notice and reported to the October 2003 Committee, be overruled,
- (b) zone KL be progressed to implementation at the earliest opportunity,
- (c) the operational times of Zone KL be 8.30 am to 6.30 pm, Monday to Friday,
- (d) the petition organisers be informed of the Committee's decision.

**10. Review of Controlled Parking Zones MA, MK & MW (Mapesbury)**

The Committee received a report informing Members on progress with the review of the Zones MA, MK & MW Controlled Parking Zones (CPZS).

The Chair requested that CPZ schemes Zones MA and MW be subject to further consultation with ward councillors.

RESOLVED:-

that the results of the informal consultation on the reviews of Zones MA, MK and MW CPZs be noted and it be agreed that:

- (a) no changes be made to Zone MK,

- (b) officers investigate further the option of providing additional short term parking in Zone MA, and that the outcome be reported to a future meeting of the Committee,
- (c) the existing Zones MA and MW CPZs be subject to further consultation with ward councillors,
- (d) a separate Zone, zone MJ, proposed for the remaining area of the existing Zone MW, be subject to further consultation with ward councillors,
- (e) a full public consultation on the options in (b), (c) and (d) above be undertaken and the results reported to a future meeting of the Committee.

#### 11. **Proposed Extension of Controlled Parking Zone GC**

The Committee received a report updating Members on the informal consultations on the proposed extension of the Zone GC (Chapter Road area, Willesden) Controlled Parking Zone (CPZ). Introducing the report, Mr Sahota drew to the Committee's attention the high level support for the CPZ scheme in Ackland Road, Lechmere Road, Linacre Road, Park Avenue and St Paul's Avenue. He suggested that Buxton Road and Windsor Road not be included in the scheme as only isolated support had been received.

**Mr Tony Antoniou**, a resident in the area stated that in his view the consultation and re-consultation had caused confusion. He stated that some forms distributed were blank on one side. He also enquired as to why residents and businesses in Willesden Green High Road had not been consulted and asked that they be given the opportunity. He suggested that residents on one side of the road would effectively have to park on the other and that their turning access was restricted.

Replying to the points made by Mr Antoniou, Mr Satnam explained that High Road residents had the opportunity to choose the zone they wanted their parking permit to cover. Mr Rankmore added that High Road residents were not being asked to park on the opposite side of the road to where they lived, but rather they were being given the choice to have a permit for one or other side of the road.

The Chair requested that any safety issues raised during consultation were to be investigated.

**RESOLVED:-**

- (i) that the following streets be approved for inclusion in the extension of Zone GC CPZ, subject to satisfactory statutory consultation:

Ackland Road, Lechmere Road, Linacre Road, Park Avenue, and St Paul's Avenue.

- (ii) that the Director of Transportation be authorised to proceed with implementing the scheme detailed in this report and that he undertakes any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are frivolous or irrelevant, and to investigate any safety issues raised.

## 12. **Review of Controlled Parking Zone ST (Sudbury Town)**

The Committee received a report informing Members on progress with the review of the Sudbury Town Controlled Parking Zone – Zone ST. Mr Satnum drew to Members' attention the results of the informal consultation in the supplementary report. In particular, the survey asked residents on their views regarding the operational times of the scheme.

Councillor V Brown asked for clarification of what the results of the consultation showed as they appeared to give different answers. In reply Mr Eaglesham explained that the questionnaire was designed to give opportunity for feedback from residents. Mr Sahota added that residents had the choice as to whether they supported an increase or reduction in the operating hours of the CPZ scheme. He agreed to follow up Councillor V Brown's concern regarding lack of enforcement of the CPZ scheme in the area.

RESOLVED:-

that the outcome of the Zone ST review consultation be noted and that officers be instructed to re-consult on the operational times of the CPZ.

## 13. **Wembley Estate Access Corridor Proposed Waiting and Loading Restrictions Proposed Closure of North End Road**

The Committee received a report updating Members on progress with the proposed closure of North End Road, and the proposed waiting and loading restrictions along Atlas Road and parts of North End Road and Fourth Way which form part of the newly constructed Wembley Estate Access Corridor, gave details of the results of the recent public consultation with local residents and businesses and sought approval to proceed to implementation.

Introducing the report, Mr Rankmore explained that residents and businesses in the North End Road area had been consulted on a proposal to close the road. The majority had been in favour of the scheme being introduced. The emergency and passenger transport services had raised no objections and officers would be recommending the implementation of a

gated road closure, providing access only to the emergency services and cyclists. However, Mr Rankmore informed the Committee that the scheme could not be implemented until all construction of the Estate Access Corridor itself had been completed.

RESOLVED:-

- (i) that the scheme development work undertaken by Officers be noted and the detail of the schemes be approved,
- (ii) that the results of the public consultation undertaken on the proposed road closure for North End Road be noted and that officers proceed with a permanent road closure as detailed in Appendix A and that they proceed with statutory consultation,
- (iii) that the results of the public consultation undertaken on the proposed waiting and loading restrictions along the new Estate Access Corridor be noted and that officers implement the scheme as detailed in Appendix B and that they proceed with statutory consultation,
- (iv) that the Director of Transportation be authorised to proceed with implementing the schemes in recommendations (ii) and (iii) above and to undertake any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

**14. Progress Report on the London Bus Priority Network (LBPN) and London Bus Initiative (LBI) Programme**

The Committee received a report updating Members of progress on the LBI/LBPN programme since the last report to this committee. The report also informed members on the inclusion of bus route 28 in the LBI programme and updated members on the outcome of informal consultations on bus priority schemes proposed on bus routes 31 and 28.

Introducing the report, Mr Sahota informed the Committee that the road surfacing, lining and signage works were now largely complete. Following consultation with traders along Harrow Road, it was decided to reduce the operational hours of the bus lane there from 7 am to 10 am and 4 pm to 7 pm to 8 am and 9.30 am and 4.30 pm to 6.30 pm Monday to Saturday. The existing Route 18 bus lanes between Ealing Road and the North Circular Road had completed their experimental phase and were made permanent on the 20<sup>th</sup> November 2003. Investigations had concluded that the introduction of a 'right turn pocket' opposite the shops in Harrow Road, between Wyld Way and Monks Park was feasible and these would now be progressed to detailed design and implementation. Proposals to re-route

Route 31 southbound service through Malvern Road via Chippenham Gardens and upgrade pedestrian islands in Chippenham Gardens had been subject to informal consultation. Proposals regarding Route 28 had met with no response during informal consultation and it was recommended that the changes therefore be implemented.

**Mr Missim Tricot**, representing Elite Electrical & Lighting Distributors Ltd in Harrow Road asked that the Committee consider a bus lane be in operation along the road during pm hours only. He presented a petition that had originally been sent to the Mayor of London in support of this. In his view, Mr Tricot explained that there would be no benefit of having a bus lane in operation during am hours as most of the traffic was travelling in the opposite direction. He explained that his business had 70 per cent of its trade between 7.30 am and 9.30 am, when vehicles had to stop to load or unload. He added that other businesses would be similarly affected. He therefore asked that the Committee consider removing the operation of the bus lane during am hours.

**Ms Sheila Harris**, representing another business in Harrow Road, Harrow Tool Company, explained to Members that their business required deliveries from large, articulated lorries. If such vehicles and customers were not able to park outside next to their business then she suggested that the business would be in danger of closing. Parking and loading bays had been offered to businesses but they had not yet been informed of their extent. She requested that the Committee consider that the bus lane proposal be withdrawn completely.

In reply, the Chair confirmed that they would not consider the complete withdrawal of the bus lane proposal.

Councillor Van Colle, speaking on behalf of Councillor R Blackman, stated that the 2 different businesses that had just stated their objections to the bus lane proposal highlighted the need for compromise. He suggested there were 3 options available:

- (a) To withdraw the bus lane proposal completely.
- (b) Extra parking be provided for Harrow Tool Company.
- (c) That the bus lane be in operation during pm hours only, which he suggested was a sensible compromise even though Harrow Tool Company could have deliveries at any time.

In reply, the Chair stated that where compromise was possible it should be sought and she asked whether 4 additional parking spaces could be added. In reply, Mr Sahota said this was possible but the parking spaces were not large enough to accommodate articulated lorries. Mr Eaglesham then explained that implementation of the proposed bus lane would be subject to an experimental 18 months and that statutory consultation would take place during this period. After the 18 months it could be decided whether to keep the bus lane or remove it. He highlighted the fact that there were already existing loading restrictions in place during the times of

operation proposed for the bus lanes and that the proposed bus lane would make no further restriction on parking than existed already. Regarding extra parking bays, he explained that extra funding would need to be sought from Transport for London.

Councillor Van Colle then asked that if after 3 months, businesses were reporting that they had been seriously affected, could the future of the bus lanes be considered at that time. The Chair confirmed that this would be possible.

RESOLVED:-

- (i) that the progress on LBPN and LBI schemes be noted,
- (ii) that the objection to the proposed Route 18 bus lane between Kenmont Close and Scrubbs Lane and the measures proposed by the LBI Partnership to resolve the objection detailed at Item 7.3 of this report be noted, and it be agreed that officers proceed with the bus lane between Kenmont Close and Scrubbs Lane and the bus stop clearway,
- (iii) that the Director of Transportation be authorised to proceed with implementing the schemes detailed in this report and that he undertakes any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are groundless or insignificant,
- (iv) that the proposals for Route 28 as detailed at Item 7.14 of this report be approved

#### 15. **St Paul's Avenue, NW2 – Proposed 20 mph Zone**

The Committee received a report informing Members regarding progress with the St Paul's Avenue 20 mph zone and reported the results of a recent public consultation and sought approval to proceed to statutory consultation and implementation.

Introducing the report, Mr Eaglesham informed the Committee that the scheme was designed to reduce speed, improve road safety particularly outside schools and to reduce the environmental impact. A full public consultation had taken place over September/October 2003 on the proposals. Approximately 460 questionnaires had been distributed in the area and the response rate was 22 per cent, with 84 per cent supporting the proposals.

RESOLVED:-

- (i) that the scheme development work undertaken by officers be noted,
- (ii) that the results of the public consultations undertaken on the St Paul's Avenue area 20 mph zone be noted and that the scheme be implemented and proceed to statutory consultation,
- (iii) that the Director of Transportation be authorised to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate, or to implement the orders for the schemes proposed in the report if there are no objections or representations, or he considers the objections or representations are groundless or insignificant irrelevant or frivolous.

**16. Date of Next Meeting**

The next meeting of the Committee is scheduled to take place on Tuesday, 10<sup>th</sup> February 2004 at 7.00 pm. The Chair and Councillor Kagan outlined the work programme for the next committees.

**17. Any Other Urgent Business**

None.

The meeting ended at 9.05 pm.

L JONES  
Chair