

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 27th July 2004 at 7.00 pm

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

Councillors Coughlin, Duffin, Gladbaum, Harrod, John, J Long, Sayers and Ms C Shaw also attended the meeting.

Apologies for absence were received from Councillor Joseph.

1. **Declarations of Interest**

None declared.

2. **Minutes of Highways Committee – 15th June 2004**

RESOLVED:

that the minutes of the Highways Committee held on 15th June 2004 be received and approved as an accurate record.

3. **Matters Arising**

Councillor Sayers commented on the continued vandalising of parking meters in Hassop Road, thereby allowing the non-payment of parking spaces for vehicle users. He asked what action was being taken to address this problem. He suggested that parking permits could be made available through a voucher system from local newsagents.

In reply, **Phil Rankmore (Director of Transportation)** stated that StreetCare were being kept informed of the situation in Hassop Road and that because of the presence of CCTV surveillance in the area, some action against the vandalising of parking meters could be taken. The idea of a voucher system from local outlets would be pursued. Replying to Councillor R S Patel's query, Mr Rankmore confirmed that talks were due to take place this week with Tesco regarding their proposals which would have a positive effect on the St Raphael's Way/Estate area and residents would be informed of the details resulting from the discussions. Works have recently taken place to the Drury Way on-slip. There were also a number of other works to be undertaken in the area, including resurfacing of the North circular Road.

4. **Petitions**

(a) ***Against Placing of Bus Stops in Donnington Road***

The Committee received a petition from residents of Donnington Road, stating that:

“The following residents have signed this petition in the sincere hope that the Highways Committee will do their utmost to fulfil their wishes in placing bus stops elsewhere, not Donnington Road.”

Mr Russell, in representing the petitioners, stated that there was no need for an additional bus route via Donnington Road because he felt it would only be used by a limited number of bus passengers. He enquired as to whether the buses exceeded the weight restrictions for Donnington Road and suggested that they would pose dangers when driving past the Primary School, particularly in hazardous weather conditions. He commented that the hospital did not need to be serviced by any other bus routes as the existing 2 bus routes and the hospital’s own minibuses were sufficient. He added that it was important to keep the road reasonably clear from congestion to allow Emergency Services vehicles to pass through without undue delay.

Mr Naqvi, in opposing the possibility of bus stops and additional bus routes down Donnington Road, reported that there had been incidences of empty buses travelling and sometimes parking down the road and that the noise disturbed residents, especially during night time. He sought clarification as to whether there would be any additional bus routes down Donnington Road and stated that he understood the Primary School had not made a request for more buses. In reply to a query from Councillor Kagan, Mr Naqvi confirmed that he had written to London Buses regarding empty buses travelling down Donnington Road but was yet to receive a reply. **Gerry Devine (Public Transport Officer)** agreed to look further into this problem. In reply to Councillor Fox’s query, Mr Naqvi stated that residents had previously been informed that there were no plans to re-route buses via Donnington Road, but now there appeared to be some confusion regarding the situation which he sought clarification of. The Chair responded by confirming that London Buses had not initially indicated that they planned to re-route buses via this road, however she understood that they were now re-considering Donnington Road as a possible option. She advised that Brent Council had no decision-making powers regarding bus routes as this was the responsibility of London Buses.

In reply to the comments made by residents, **Mr Devine** confirmed that the Committee had agreed on 20th April 2004 that London Buses be requested to undertake statutory consultation with residents before any change of bus route be decided, following the submission of a petition at this meeting. The statutory consultation was due to finish on 30th July 2004 and London Buses were also consulting with Brent Council and the Police. Mr Devine advised Members that the nearby Willesden Sports Centre, Willesden City Academy, Willesden General Hospital and Primary School had all

requested improved bus services, adding that the hospital's re-development had identified a need for extra buses. With regards to weight restrictions, he explained that buses were exempt from weight restrictions. In reply to a query from **Councillor Ms Shaw**, Mr Devine confirmed that he had suggested to London Buses the option of re-routing the Number 6 bus via Donnington Road and that he had been informed that this option was being considered.

The Chair confirmed that Mr Devine would write to London Buses informing them of the contents of the petition.

RESOLVED:

that the contents of the petition be noted.

(b) ***Request for Controlled Parking Zone (CPZ) Scheme for Sandringham Road***

The Committee received a petition submitted by Willesden Business & Residents' Association, stating that:

"Due to the current parking difficulties and overload of neighbouring roads and commuter parking, we the residents of Sandringham Road, Willesden Green, NW2 hereby sign this petition in order for the London Borough of Brent to enforce a CPZ in Sandringham Road.

To aid us in this, we are requesting Mr Tony Antoniou of Willesden Business Association, to help and aid us in this request."

Mr Tony Antoniou, in representing the petitioners, explained that Sandringham Road was being subjected to displacement parking from nearby roads. He believed that both commuter and trader parking were responsible for using the parking spaces and asked that a CPZ scheme be put in place for Sandringham Road. He suggested that other surrounding roads in the area also be re-consulted to prevent them from having the same problems being experienced in Sandringham Road. He reported that there had been incidents of vehicles being abandoned in the area. He also felt that the length of some double yellow lines in the area had increased after road re-surfacing works.

Mr Pourloshain expressed concerns about the lack of parking spaces currently in Sandringham Road, stating that it was causing a number of problems, including vehicles being damaged or abandoned and he also reported that visiting doctors and nurses were experiencing problems obtaining parking spaces.

Councillor Kagan informed Members that Sandringham Road had not indicated support for a CPZ scheme in 3 previous consultations and stressed the importance of the participation of residents in consultations. With regards to Mr Antoniou's query concerning double yellow lines, **Satnam Sahota (Transportation Officer)** advised Members that the double yellow line should allow enough space for a large vehicle to manoeuvre and there should not be any lengthening of the line. **Mr Rankmore** confirmed that the maximum double yellow line length extending into a side road was 60 feet and that they could be checked. With regards to abandoned vehicles, Mr Rankmore advised Members that vehicles could be removed promptly in CPZ areas, but in non-CPZ areas this could take up to 7 days due to the mandatory procedures involved. He added that a large number of abandoned vehicles were now being successfully removed throughout the Borough. In reply to a query from Mr Antoniou, Mr Rankmore explained that during road re-surfacing, residents would be offered parking places in other parts of their CPZ zone or alternatively there would be a temporary relaxation of enforcement in their road.

The Chair advised that a re-consultation of the CPZ in the area was due in September or October 2004 and **Mr Rankmore** added that if the re-consultation indicated support for a CPZ scheme, it would take between 6 to 9 months for its implementation.

RESOLVED:

that the contents of the petition be noted.

(c) ***Opposition to Change of Operational Hours of CPZ Scheme in Melrose Avenue and Adjoining Roads***

The Committee received a petition from residents of Melrose Avenue and Adjoining Roads stating that:

"We, the undersigned parking permit holders and residents, are strongly opposed to the proposed division of the existing MW zone and introduction of shorter restricted hours for a new smaller MJ zone in which we shall be included. We urge retention of the existing MW zone boundaries and (as a minimum) the current restricted hours."

Mr Wright re-affirmed the petitioners' wishes to keep the existing operational hours for the CPZ Scheme in Melrose Avenue and adjoining roads. He felt that the results of the most recent consultation did not truly reflect the majority opinion of local residents, especially in light of the relatively low number of respondents. He explained that Melrose Avenue and its 3 tributary roads suffered from lack of parking spaces from 7 pm onwards and

therefore any reduction in CPZ operational hours would exacerbate this problem. He expressed concern that any shorter operational hours CPZ could result in residents having to park their car some distances from their homes, which he believed could present dangers to older people, particularly after dark.

Councillor Sayers, speaking in his capacity as a Ward Councillor, asked that the Committee consider the views of the petitioners. **Councillor J Long**, speaking in her capacity as a Ward Councillor, stated that she felt the majority of residents were in favour of retaining the existing CPZ operational hours. She suggested that the existing CPZ operational hours be retained for the moment.

Mr Sahota, in response to Mr Wright's comments, informed Members that the review of zone MW CPZ in October 2003 had identified an area within the zone, referred to as MJ zone, indicating support for shorter operational hours of 10 am to 3 pm, Monday to Saturday. He advised Members that either implementation of MJ zone proceed, subject to statutory consultation, or that the area be re-consulted.

RESOLVED:

that the contents of the petition be noted.

(d) ***Request for CPZ Scheme for Balmoral, Buxton, Chapter, Huddlestone and Osborne Roads***

The Committee received a petition from residents of Balmoral, Buxton, Chapter, Huddlestone and Osborne Roads.

Mr Mulvihill, in representing the petitioners, explained to Members that Buxton Road was surrounded by streets under a CPZ scheme and as a consequence it was experiencing large amounts of displacement parking. He asked that the roads in the petition become part of zone GC CPZ and expressed concern that the roads represented in the petition would continue to suffer in the same manner during the period between informal consultation and any implementation.

The Chair expressed sympathy with Mr Mulvihill's comments and stated that informal consultation was due to commence in September or October 2004. She explained that national regulations had to be followed which prevented any sooner implementation of a CPZ scheme. **David Eaglesham (Head of Traffic Management)** added that early September 2004 was the earliest realistic time that a re-consultation could be undertaken. In reply to a query from Councillor Kagan, **Mr Sahota** confirmed that as the roads in the petition represented an additional area

requesting a CPZ, that they would not cause delays to the implementation of zone GC CPZ for other roads currently at the statutory consultation stage.

RESOLVED:

that the contents of the petition be noted.

(e) ***Request that Sellons Avenue be part of CPZ Scheme Zone HW (taken at the meeting at the discretion of the Committee)***

The Committee received a petition from residents of Sellons Avenue stating that:

“We the residents of Sellons Avenue hereby demand that Brent Council immediately consult all appropriate residents of the said road, with a view to Sellons Avenue becoming an inclusive street within the HW CPZ.”

Ms Thomas, in representing the petitioners, explained that Sellons Avenue was surrounded by streets that had CPZs in place. As a result, Sellons Avenue was being subjected to displacement parking at all times during the day. She highlighted a number of problems that this was causing, such as vehicle damage, double parking, road rage incidents and difficulty in Emergency Services vehicles passing through the road. The problems were exacerbated by the heavy traffic heading towards 2 local schools and a nursery school in the mornings. She requested that Sellons Avenue residents be re-consulted about a possible CPZ scheme at the earliest opportunity.

Mr Eaglesham confirmed that a re-consultation for HW zone CPZ was due in December 2004/January 2005. In reply to a query from Councillor Fox, Mr Eaglesham advised Members that additional streets not currently within HW zone CPZ would also be consulted in the next review. In answer to Ms Thomas's query, Mr Eaglesham explained that the scheduling of the HW zone review had been pre-determined, however it was possible to re-arrange an earlier date if other schemes were to drop out. With regard to instances of double parking, **Mr Rankmore** advised Members that the Council's parking enforcement contractor could be contacted and a charge notice issued where a vehicle was obstructing a private driveway. All other instances of double parking could be reported to the Police.

RESOLVED:-

that the contents of the petition be noted.

5. **Petition Objecting to the Location of Bus Stops in Donnington Road, NW10**

The Committee had before them a report informing them that a petition had been received by the Council stating that:

“The following residents have signed this petition, in the sincere hope that the Transport Committee will do their utmost to fulfil their wishes in placing bus stops elsewhere, not Donnington Road.”

A similar petition was presented to the Committee held on 20th April this year objecting to the proposed re-routing of the number 6 bus via Donnington Road, Harlesden Road and Pound Lane, and expressing concerns that this would create more congestion around Donnington Primary School. Unlike the previous petition, the present one contained only the signatures of residents of Donnington Road, and refers specifically to bus stops.

RESOLVED:-

- (i) that the contents of the petition and the investigations undertaken by officers be noted;
- (ii) that the petition be drawn to the attention of London Buses, which is currently undertaking consultation with occupiers of buildings along the roads affected by the proposed changes to the number 6 bus service in this area.

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

The Committee received a report informing them of the progress with the programme of implementation of Controlled Parking Zones (CPZs) in Brent since the report to the last meeting of the Committee in June 2004 and detailing the receipt of the following petitions:

- Sandringham Road, Willesden Green (GC Zone) – Request for CPZ
- Chapter Road, Osborne Road and Buxton Road, Willesden Green (GC Zone) – Request for CPZ
- Cholmondeley Avenue, Harlesden (HW Zone) – Request for CPZ
- Hillside Avenue, Wembley (W Zone) – Request for CPZ
- Victoria Mews, Brondesbury (KB Zone) – objecting to proposals
- Melrose Avenue, Willesden Green (MW Zone) – opposing the division of the MW Zone and the reduction of the existing operational hours

Mr Sahota referred Members to the revised recommendations in the supplementary report regarding zones KL and HW CPZs.

Mr Fedonos addressed the Committee regarding the consultation papers for Zone KL CPZ and enquired as to why they did not specify how many parking spaces would be allocated under a CPZ scheme. He requested confirmation regarding whether Doyle Gardens would be included under zone KL CPZ.

Mr Laskie, speaking on behalf of residents of Victoria Mews, stated that they opposed the road markings that would be introduced on implementation of zone KB CPZ. He stated that the unique cobbled nature of the street made such markings inappropriate and asked that the implementation works be put on hold, subject to a re-consultation of Victoria Mews residents.

In reply to Mr Fedonos's comments, **Mr Eaglesham** explained that the number of parking spaces could be included in the consultation papers, however he warned that these numbers could sometimes be misleading. He added that efforts were made to maximize the number of parking bays. The Chair confirmed that Doyle Gardens would not be included in zone KL CPZ as residents had not indicated support for this. In addition, **Mr Sahota** explained that Doyle Gardens residents would be informed of the results of neighbouring streets that had shown support for inclusion in zone KL and because of the possible displacement parking resulting from this, they would be re-consulted.

Councillor Sayers submitted 2 petitions on behalf of residents of Langton Road, Newton Road and Wotton Road that were both against the change of operational hours of the current CPZ scheme and against inclusion under a new zone GA for these roads. **Councillor J Long** added that both of these petitions had acquired a number of signatures. **Mr Eaglesham** advised Members that zone GA CPZ was undergoing statutory consultation and that this would provide residents with the opportunity to show their disapproval of the scheme.

In reply to Mr Laskie's comments, **Mr Sahota** confirmed that there was a legal requirement to provide road markings of a CPZ. In answer to a query from the Chair, **Mr Eaglesham** advised Members that in order for Victoria Mews to remain unmarked, it would have to be excluded from the CPZ. **Mr Rankmore** added that this would mean parking would be allocated on a first come, first serve basis as it was a public street. He also warned that residents from Victoria Mews would not be able to park in surrounding streets because they would not have the necessary parking permits. In reply to a query from Mr Laskie, **Mr Eaglesham** confirmed that the fading double yellow line in Victoria Mews was bound by Traffic Orders to be re-surfaced. Mr Laskie agreed to the Chair's request that Victoria Mews residents provide written notification of whether they wished to be included in zone KL CPZ.

In reply to a query from **Councillor Duffin**, **Mr Sahota** confirmed that All Souls Avenue residents were not in favour of being included in a CPZ

scheme and would therefore not be re-consulted. **Mr Rankmore** added that the residents would be informed of the possibility of displacement parking in order to allow them the possibility of requesting a re-consultation if they wished.

The Chair moved that any decision regarding the creation of a separate MJ zone, consisting of an area previously part of MW Zone, be deferred for further consideration. This was put to the vote and declared CARRIED.

RESOLVED:-

- (i) that the progress reported by officers on the Controlled Parking Zones programme be noted;
- (ii) that the two petitions received from Sandringham Road and Chapter Road, Osborne Road and Buxton Road be noted and it be agreed that officers consult residents on extending the GC Zone CPZ in Chapter Road, Sandringham Road, Buxton Road, Osborne Road, Huddlestone Road, Windsor Road, Churchill Road and Balmoral Road;
- (iii) that Holland Road, Herbert Gardens, Whitmore Gardens, Liddel Gardens, Leighton Gardens, Egerton Gardens, Trevelyan Gardens and Chamberlayne Road be included in Zone KL CPZ, subject to satisfactory statutory consultation;
- (iv) that residents of Doyle Gardens be notified of the results of the recent consultation on the proposed extension of Zone KL CPZ and be re-consulted on CPZ proposals for their street;
- (v) that subject to (iv) above, 'at any time' waiting restrictions be introduced at all road junctions on the periphery of the proposed CPZ extension;
- (vi) that the north-western section of Harlesden Gardens (between Crownhill Road and St. Johns Avenue) be withdrawn from the Zone HW CPZ, subject to satisfactory consultation;
- (vii) that the petition received from Cholmondeley Avenue be noted and it be agreed that officers consult residents on extending the HW Zone in this road;
- (viii) that the petition received from Hillside Avenue, Wembley, be noted and it be agreed that officers consult on extending the W Zone CPZ in this road;
- (ix) that the petition received from Victoria Mews be noted, that residents of that road notify Transportation in writing indicating whether they wish to be included in KB Zone CPZ and that

Transportation be authorised to make a decision in receipt of the residents' written submission;

- (x) that the petition received from Melrose Avenue be noted;
- (xi) that any decision to commence with MJ Zone CPZ be deferred for further consideration.

7. **Review of Personalised Parking Places for Orange/Blue Badge Holders – Progress Report**

Members had before them a report detailing the impact of changes to the DPPP assessment criteria made in December 2003.

Members approval was sought to commence consultations with key stakeholders on a permit scheme which would enable the implementation of 'personalised' parking places for Blue Badge holders who had satisfied the Council's assessment criteria for Disabled Persons' Parking Places (DPPPs).

Mr Sahota, in introducing the report, advised Members that an amended and more relaxed assessment criteria had been agreed in December 2003, resulting in a significant increase in the number of DPPPs introduced, increasing costs by approximately £30,000 per annum, representing a 400 per cent increase. He referred to how a "personalised" DPPP scheme could work in the report, including 3 different approaches that could be used. He concluded by advising Members that extensive consultation was required with key stakeholders and organisations representing disabled people before deciding on the best way forward.

Councillor J Long commented that there were a number of groups representing disabled people in London that were against a personalised parking place scheme and who felt that there should be more blue badge spaces. She stressed the importance of consulting with disabled people and stated that, prior the authorisation of any scheme, that there be a thorough investigation of the financial implications.

In reply, **Mr Rankmore** stated that a "personalised" scheme could be advantageous in helping a disabled person to secure a parking place near their home. He also commented that under the present scheme, there were instances where a disabled parking place remained unused for much of the day, thus preventing use by other vehicle users.

RESOLVED:-

- (i) that the changes to the number of DPPP's approved following the recent changes to the assessment criteria be noted;

- (ii) that the funding and staffing implications of the changes to the assessment criteria made in December 2003 and the proposed introduction of 'personalised' permit parking places be noted;
- (iii) that it be agreed the consultations with organisations representing disabled people and other key stakeholders be undertaken on the proposed 'personalised' permit parking places scheme options as described in paragraph 8.9 of the report.

8. **Oakington Manor Drive Area Proposed 20 mph Zone**

Members had before them a report setting out progress with the development of the proposed Oakington Manor 20 mph zone, reporting the results of the recent public consultation and seeking approval to proceed to statutory consultation and implementation.

Members noted the contents of the report.

RESOLVED:-

- (i) that the scheme development work undertaken by officers be noted;
- (ii) that the results of the public consultation be noted and it be agreed the 20 mph scheme proceed to implementation;
- (iii) that the Director of Transportation proceed with any necessary statutory consultation, 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;
- (iv) that the results of the additional public consultation in Chalfont Avenue and Chippenham Avenue on one-way streets be noted and it be agreed to defer this part of the scheme.

9. **Progress Report on the London Bus Priority Network (LBPN) and London Bus Initiative (LBI) Programme for 2004/05**

The Committee had before them a report informing members about the LBI/LBPN programme for 2004/05 and seeking approval for officers to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation in order to ensure the delivery of the programme within the 2004/05 financial year.

In introducing the report, **Mr Sahota** advised Members that £1,109,000 had been allocated in the Borough Spending Plan for LBI/LBPN schemes. He requested that the authorisation of schemes be given to the Director of

Transportation, due to the large volume of schemes being considered. He also advised Members that Transport for London funding for this programme had to be used by March 2005 and that requests to carry forward funds would only be approved in exceptional circumstances.

RESOLVED:-

- (i) that the very large LBI/LBPN programme of schemes for 2004/05 detailed in the report be noted;
- (ii) that the public consultation strategy to be adopted for the schemes in the programme as detailed in the report be noted;
- (iii) that it be agreed to implement the schemes detailed in the report, subject to any necessary statutory consultation and Ward Councillor's consultation;
- (iv) that the Director of Transportation be authorised to proceed with any necessary statutory consultation, 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.

10. Date of Next Meeting

Members noted that the next meeting of the Highways Committee was scheduled to take place on Wednesday, 13th October 2004. The Chair advised that there was a possibility that a Special Meeting of the Highways Committee would also be arranged in October 2004.

11. Any Other Urgent Business

None.

The meeting ended at 9.10 pm

L JONES
Chair

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