

MINUTES OF THE HIGHWAYS COMMITTEE
Wednesday, 13th October 2004 at 7.00 pm

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

Councillors Duffin, John, J Long, Lorber, Sayers and Ms Shaw also attended the meeting.

Apologies for absence were received from Councillor Beswick.

1. **Declarations of Interest**

None declared.

2. **Minutes of Highways Committee – 27th July 2004**

RESOLVED:-

that the minutes of the Highways Committee held on 27th July 2004 be received and approved as an accurate record subject to the following amendment to the final sentence in the first paragraph of page 3:

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.

3. **Matters Arising**

In answer to Councillor Sayers' query concerning vandalised parking meters in his ward, Phil Rankmore (Director of Transportation) advised Members that new meters with ceramic plates attached to secure the front area were being installed and that StreetCare was investigating incidences of vandalism. He also advised that making parking permits available through local retail outlets was being considered.

4. **Deputations**

None.

5. **Petitions**

(a) ***Against Re-routing of Number 6 Bus***

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

“Transport for London should not implement proposed changes to the Number 6 bus route along Donnington Road, Harlesden Road and Pound Lane.”

Ms Naomi Sullivan, in representing the views of the petitioners, introduced herself as the Chair of the Parent Teachers Association of Donnington Primary School. She explained that, in her view, an extra bus route to ferry pupils to the school was not required as the school was small, most pupils travelled by foot and that contrary to what had been suggested, pupils were not arriving from Kensal Rise as this was not in the school's catchment area. She felt that introducing another bus route would increase congestion, pollution and the risk of road accidents, especially at the junction by the school, and that it would lead to increased deterioration of traffic calming provisions such as speed humps. She reported that there had been instances of vehicles entering the school premises because of the lack of space on the road. She understood that more space would be required to accommodate the buses and expressed concern about the possible removal of trees. She suggested that it would be better if the bus route was re-routed via Roundwood Park.

Councillor Shaw stressed that residents of Donnington Road were opposed to the re-routing of the Number 6 bus via their road. She felt that the narrowness of Donnington Road made it inappropriate for the passage of larger buses that ran on this route and would increase the chances of road accidents. She commented that the bus route would not be serving visitors to the Sports Centre at Willesden City Academy as this was yet to be built. She also expressed concern that London Buses were already running empty, out of service buses through Donnington Road and other roads and that this was contributing to congestion and pollution and increased risk of road accidents. She requested that London Buses be informed of this.

Councillor Duffin informed Members that Councillor R Blackman was liaising with London Buses with regard to the re-routing of the Number 6 Bus Route and that a meeting between them would shortly take place.

Councillor John acknowledged the potential impact of the re-routing of the Number 6 Bus Route on residents. She stressed that Brent Local Authority could not change any decision made but that they would pass on the views of the residents to London Buses. She advised that safety issues resulting from a re-routing could be addressed.

Phil Rankmore (Director of Transportation) advised Members that discussion would take place with London Buses and the Police with

regard to an alternative route via Roundwood Park as suggested by Ms Sullivan and also her concerns regarding traffic and safety issues at the junction by the school. He confirmed that no land from Donnington Road would be acquired to provide space for the Number 6 Bus Route. He explained that London Buses were committed to improving transport in poorly serviced areas and that the London Buses consultation had identified a need to route buses through Donnington Road in order to serve nearby schools and hospitals. He added that buses were rarely involved in road accidents compared to other vehicles. He would also investigate instances of vehicles entering Donnington Road Primary School premises.

Members agreed that officers investigate the need for repairs to traffic calming provisions in Donnington Road.

RESOLVED:-

- (i) that the contents of the petition be noted;
 - (ii) that the petition be drawn to the attention of London Buses;
 - (iii) that officers investigate any requirements to undertake repairs to traffic calming provisions in Donnington Road.
- (b) ***Two Petitions Against Any Changes to the Operational Hours of the Controlled Parking Zone (CPZ) Scheme for Langton, Newton and Wotton Road***

- (i) The Committee received the first petition submitted by residents of Langton, Newton and Wotton Roads, stating that:

“We, the undersigned, do not agree with the proposed introduction of the new ‘GW’ Zone, and wish to remain part of Zone ‘GM’ with the existing operational hours of 10.00 am to 9.00 pm (Monday to Saturday).”

Mr Wotton, speaking on behalf of the petitioners, stated that he was pleased that the roads would keep the existing operational hours of the CPZ scheme. He added that although consultation had been undertaken fairly, the initial results had led to an impractical proposal and he felt that important lessons could be learned from this.

The Chair confirmed that she would recommend that there be no change in operational hours for the CPZ scheme for Langton, Newton and Wotton Roads.

RESOLVED:-

that the contents of the petition be noted.

- (ii) The Committee received a second petition from residents of Langton, Newton and Wotton Roads stating that:

“We, the undersigned strongly object to the reduction of the operating hours of the Controlled Parking Zone which will affect Langton Road, Wotton Road and Newton Road and insist that they remain at the current level, ie. 10.00 am to 9.00 pm Monday to Saturday. Any changes in the operation hours will result in an excessive and unacceptable level of displacement parking in these roads from the remainder of the GM Zone.”

RESOLVED:-

that the contents of the petition be noted.

- (c) ***Against Formation of Zone MJ Controlled Parking Zone Scheme***

The Committee received a petition from residents of Melrose Avenue opposing the formation of Zone MJ and changing the operational hours of the CPZ scheme for Melrose Avenue.

RESOLVED:-

that the contents of the petition be noted.

- (d) ***Request for Implementation of Change in Operational Hours of Controlled Parking Zone Scheme for Scarle Road***

The Committee received a petition from residents of Scarle Road requesting that the change in operational hours to 8.00 am to 6.30 pm, Monday to Saturday, of the Controlled Parking Zone Scheme for this road be implemented.

Mr Abdul Rahim, representing the petitioners, stated that residents of Scarle Road had originally submitted a petition requesting the change of hours in 1999 and that he understood that this had been agreed by the Transportation Committee in the same year. He requested that the change be implemented promptly due to current unsatisfactory parking arrangements. He added that the signage did not clearly indicate the borders between the 2 CPZ zones that shared Scarle Road.

In reply to Mr Rahim's comments, Mr Rankmore confirmed that the Transportation Committee had agreed these change of hours in 1999. He advised Members that a Traffic Management Order would be required before implementation. In response to Councillor Lorber's query concerning timescales, Mr Rankmore suggested that a letter could be sent to residents in November 2004, requesting their responses before Christmas. If the response was favourable, the necessary Traffic Management Order would follow and the change could be implemented within 4 to 5 months, subject to available funding. Councillor Lorber stressed the urgency that the change of hours be undertaken.

Members agreed that officers undertake the measures as outlined by Mr Rankmore to change the operational hours of the CPZ scheme in Scarle Road.

RESOLVED:-

that the contents of the petition be noted.

- (e) ***Request for Introduction of a Controlled Parking Zone Scheme for Odessa Road (taken at the meeting at the discretion of the Committee)***

The Committee received a petition from residents stating the following:

"We are finding it very difficult to park in Odessa Road. We the undersigned request that Brent Council implement a Controlled Parking Zone in Odessa Road, NW10."

The Chair confirmed that a review of CPZ operational hours for Odessa Road would shortly be undertaken.

RESOLVED:-

that the contents of the petition be noted.

- (f) Mr John Woods of the Barn Hill Residents' Association formally submitted their petition on Wembley Event Day Parking Controls and asked that it be considered at the meeting of the Highways Committee (Special) on 28th October 2004. He stated that Mr Simon Alexander, Chair of the Association, would represent the petitioners at that meeting.

The Chair confirmed that the petition would be considered at the meeting as requested and added that councillors would receive the results of the Wembley Stadium Event Day Parking Controls consultation on Monday 18th October. Mr Rankmore confirmed that

the petition would be considered in the report that would go before the Highways Committee (Special) on 28th October 2004.

6. Progress Report on Controlled Parking Zones Programme

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 July 2004 and detailing the receipt of the following petitions:

- Odessa Road – Request for CPZ
- Caple Road (H Zone) and Gated part of Bramshill Road (HS Zone) – request to be included in either H or HS CPZ
- Petition against the formation of MJ CPZ Zone
- Remaining part of Zone GM/GW – two petitions objecting to the formation of GW with the reduced operational hours
- Scarle Road – request to amend the boundaries of CPZ and to reduce the operational times to 8.00 am to 6.30 pm Monday to Saturday

Mr Robert Dunwell welcomed the latest re-consultation of Harlesden Gardens but suggested that it would not have been necessary if the initial consultation results had been considered. He drew Members' attention to Sellons Avenue, reporting that residents from nearby streets included in a CPZ scheme had been using the road's parking spaces to avoid paying parking permits. The Chair confirmed that a petition from residents of Sellons Avenue had previously been received.

Councillor Sayers sought confirmation regarding proposals to merge CPZ zones MC and GM and the formation of CPZ schemes zones GW and MJ. In reply, Mr Rankmore confirmed that there would be a re-consultation with local residents' associations and Ward Councillors regarding the proposed merger of zones MC and GM. The Chair confirmed that zones GW and MJ would not be formed and that there would be no change in the CPZ operational hours of roads that had formerly been proposed for inclusion in these zones.

In reply to a query from Councillor Kagan, Mr Rankmore confirmed that Cornwall Gardens and Gowan, Grange, Harlesden, Kings and St Andrew's Roads would be included in the consultation for the extension of CPZ scheme zone GH.

Members agreed an amendment to recommendation (v) and to the addition of recommendations (vii) and (viii) as detailed below.

RESOLVED:-

- (i) that the progress reported by officers on the Controlled Parking Zones programme be noted;
- (ii) that the petition received from Odessa Road be noted and it be agreed that officers consult residents on extending the HW zone CPZ in this road;
- (iii) that the petition received from Caple Road and (the gated part of) Bramshill Road be noted and it be agreed that officers consult residents on inclusion of these streets within HS CPZ Zone;
- (iv) that the petition received from residents of MW Zone against the formation of MJ Zone be noted and it be agreed not to proceed with the formation of MJ CPZ at this time;
- (v) that the two petitions received from GW Zone requesting to remain in GM Zone be noted and it be agreed not to proceed with the formation of GW Zone at this time;
- (vi) that the petition from Scarle Road residents requesting amendment to zone boundary and operational times be noted and officers be instructed to carry out informal consultation;
- (vii) that the outcome of a recent meeting with residents in the proposed KL extension area be noted and it be agreed that officers proceed with statutory consultation in the roads to the south of Hardinge Road (Herbert Gardens, Holland Road, Leighton Gardens, Liddell Gardens and Whitmore Gardens) to join KL Zone and that statutory consultation in Chamberlayne Road, Egerton Gardens and Trevelyan Gardens be deferred in order that residents' proposals to create a separate zone to the north of Hardinge Road (bordered by the northern parts of All Souls Avenue and Chamberlayne Road) with reduced operational hours be considered at the meeting of 7th December 2004;
- (viii) that re-consultation of MC Zone be undertaken regarding amalgamation with zones GM and MA and that residents of Chichele Road (south of Anson Road) be consulted with regard to inclusion in any adjacent zone.

7. Valley Drive Area, Kingsbury – Proposed 'Pilot' Scheme of Short Duration Parking Controls

Members had before them a report detailing the outcome of the informal consultation which was carried out in August 2004 on a proposed pilot scheme of short duration parking controls for the Valley Drive area of Kingsbury as described in paragraphs 8.4 and 8.5 and appendix A of the report.

Mr Dunwell welcomed the recommendation not to proceed with short duration parking controls in the Valley Drive area, however he stressed that previous petitions he had organised had shown large opposition to any type of parking controls in this area.

RESOLVED:-

- (i) that the contents of the report be noted;
- (ii) that the results of the public consultation be noted and it be resolved not to proceed with the short duration parking controls for Valley Drive area of Kingsbury.

8. Date of Next Meeting

It was noted that there would be a Special Meeting of the Highways Committee on Thursday, 28th October 2004 and that the next scheduled Ordinary Meeting would take place on Tuesday, 7th December 2004.

9. Any Other Urgent Business

None.

The meeting ended at 8.00 pm.

L JONES
Chair