

**MINUTES OF THE HIGHWAYS COMMITTEE**  
**Tuesday, 22<sup>nd</sup> March 2005 at 7.00 pm**

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

Apologies of absence were received from Councillors Beswick and Kagan.

Councillors Duffin, Farrell, Gladbaum, H B Patel, Sayers and Singh also attended the meeting.

1. **Declarations of Interest**

None

2. **Minutes of Previous Meeting – 27th January 2005**

RESOLVED:-

that the minutes of meeting of the Highways Committee held on 27<sup>th</sup> January 2005 be received and approved as an accurate record.

3. **Matters Arising**

None

4. **Deputations**

None

5. **Petitions**

(a) ***Request for Removal of Speed Humps from All Souls Avenue***

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

“We, the residents of All Souls Avenue, living close to the junctions where table humps have been installed, are unable to sleep at night, due to car exhaust pipes hitting the humps. Also, every morning from 6.00am heavy lorries and particularly skip lorries hit the humps hard, causing the skips to lift clear off their base. This causes our beds and houses to vibrate as well as a loud noise. We would request that these humps are removed as soon as possible.”

Mr Fedonos, in representing the petitioners, explained that large speed humps set at a far distance apart were enabling vehicles to gain speed between each hump, thus causing exhausts to hit the humps and skips to clear off their base. He suggested that either the large speed humps be removed or additional smaller speed cushions be placed between each hump. He added that there had

been an accident involving a large speeding vehicle the previous week and he asked that the resulting police report be considered before any decision was taken. He also suggested that a maximum vehicle weight of 5.5 tonnes be introduced for All Souls Avenue.

In reply to Mr Fedonos's comments, Phil Rankmore (Director of Transportation) advised Members that smaller speed cushions were less effective at slowing down larger vehicles than the larger speed tables, or 'speed humps.' He explained that the aim of the safety scheme was to reduce the number of accidents and that it would be reviewed after 36 months. He advised the Committee that it would be possible to introduce further measures, such as additional smaller speed cushions, within this 36 months period and that additional funding from Transport for London (TfL) could be sought for further works. Members agreed to his suggestion that Transportation Unit officers meet with Mr Fedonos and other residents of All Souls Avenue to discuss possible options. The Chair added that this item may be considered before a future Highways Committee meeting if any changes were made.

RESOLVED:-

that the petition be noted.

(b) ***Poor Condition of Road Surface in Rydal Gardens***

The Committee received a petition from residents of Rydal Gardens stating that:

"We the undersigned wish to bring to the urgent attention of Brent Council the extremely bad condition of the road surface in Rydal Gardens, Wembley. The surface is well overdue for extensive maintenance."

Mr Ed Kennelly, in representing the petitioners, welcomed the report on Rydal Gardens which had recommended that the road be re-surfaced as part of the major works programme of 2005/06. However, he sought clarification concerning the expected date of the re-surfacing as he understood that it had originally been scheduled for the 2004/05 programme and he also expressed concern about the increasing deterioration of the road. He also enquired about the level of funding that would be allocated for the works.

Councillor H B Patel also sought clarification concerning when Rydal Gardens would be resurfaced and requested that it be given priority status for the 2005/06 major works programme in light of the road's poor condition. He added that ward councillors and residents should be consulted to help determine what areas should be prioritised for the 2005/06 programme.

In reply to the queries raised, Mr Rankmore stated that £26,000 for resurfacing and £80,000 for the re-slabbing of the footways were intended for Rydal Gardens, subject to approval of the highway maintenance major works programme for 2005/06 by the Executive. He added that Transportation Unit would be prepared to consult with residents concerning the building materials to be used. With regard to the timing of the works, Mr Rankmore advised Members that officer assessments and requests for re-surfacing of roads from ward councillors were compiled at the end of each financial year and sent to independent assessors who produced a report recommending the priority listings of roads that would then be put before the Executive for approval. He confirmed that Rydal Gardens was listed as the 2<sup>nd</sup> priority road in the report and was likely to undergo re-surfacing sometime between June and November 2005.

In reply to a query from Mr Kennelly, the Chair confirmed that the resurfacing of Rydal Gardens would not be subject to deferral and letters would be sent to residents once the dates for the works were confirmed.

RESOLVED:-

that the petition be noted.

(c) ***Against Parking Control Scheme – Selected Roads in Neasden***

The Committee received a petition from residents of Elm, Vicarage, Village and West Ways and The Rise in Neasden requesting that they not be included as part of a parking control scheme.

RESOLVED:-

that the petition be noted.

(d) ***Request for Removal of Yellow Lines, Burns Road***

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

“We the undersigned wish it to be known that we strongly object to the yellow lines on the above road. It does not serve any useful purpose and we therefore apply to the Council for the removal of these yellow lines that are now in situ.”

Mrs Burns, representing the petitioners, stated that they objected to the yellow lines because they reduced the overall number of parking spaces in the road. She explained that parking spaces were lacking in the evening, causing residents to park on the yellow lines. She

felt that the introduction of 3 separate CPZs in the area had not undergone sufficient prior consultation and had also meant residents were unable to park near to some of the local community facilities and services they used. She suggested providing extra parking spaces on Burns Road by allowing residents to park on pavements.

In reply to Mrs Burns' comments, Mr Rankmore advised Members that yellow lines were effective in preventing cars parking in inappropriate areas such as corners and improving access to road crossings or sections of the road that were restrictive.

With regard to footway parking, Hossein Amir-Hosseini (Transportation Officer) advised Members that a site visit would be required to determine whether sufficient space was available for this and also to investigate whether the footways would require strengthening to accommodate vehicles. Mr Rankmore added that footway parking provision needed to take account of trees and road signs, so although it provided more road space, it would often lead to a reduction in the overall number of parking spaces.

The Chair agreed to Mr Rankmore's suggestion that officers undertake a site visit to investigate the parking situation in Burns Road.

RESOLVED:-

that the petition be noted.

**6. Petition – All Souls Avenue, NW10 Objection to Local Safety Scheme**

The Committee received a report on a petition that had been received by the Council from local residents requesting the removal of three speed platforms implemented in March 2004 as a part of a local safety scheme in All Souls Avenue, NW10.

RESOLVED:-

- (i) that the issues raised by the petition be noted;
- (ii) that any decision be deferred until sufficient time (36 months) has elapsed following the completion of the scheme to enable officers to assess the success of the Road Safety Scheme with regard to the reduction of personal injury accidents on this road; and
- (iii) that officers be instructed to notify petitioners of this decision.

7. **Petition from Residents of Rydal Gardens**

The Committee received a report on a petition received from some residents of Rydal Gardens regarding the poor condition of the carriageway in their road. The petition contained in excess of 50 signatures, and the Committee was asked to consider the issues raised and the response of the Director of Environment from them.

RESOLVED:-

- (i) that the concerns raised by the petitioners be noted; and
- (ii) that the content of the response by the Director of Transportation to the petitioner be agreed and that the petitioner be advised of this decision.

8. **Petition Against the Wembley Stadium Event Day Permit Parking Scheme – Elm Way, Vicarage Way, Village Way, West Way and The Rise, Neasden, NW10**

The Committee received a report on a petition that had been received from local residents objecting to the implementation of the Wembley Stadium Event Day Permit parking scheme in Elm, Vicarage, Village, West Ways and The Rise in Neasden.

Councillor Singh, speaking in his capacity as Ward Councillor, stated that the petitioners had subsequently been informed that the parking controls referred to the Wembley Stadium Event Day Parking and not to Controlled Parking Zones (CPZs) as they had originally thought. He added that it appeared residents were now satisfied with these arrangements.

The Chair confirmed that Transportation Unit would write to residents clarifying the parking arrangements for these roads.

RESOLVED:-

- (i) that the contents and the issues raised by the petition be noted;
- (ii) that the scheme's approval on the 28<sup>th</sup> October 2004 meeting based on the consultation results be noted; and
- (iii) that the objection be overruled and that the Transportation Unit proceed with statutory consultation.

9. **Progress Report on Controlled Parking Zones Programme**

The Committee received a report informing them on progress with the programme of implementing Controlled Parking Zones (CPZs) in Brent since the report to the last meeting of the Committee in January 2005 and it

also addressed a petition received requesting the removal of yellow lines in Burns Road, Harlesden, NW10.

Mr Amir-Hosseini drew Members' attention to the supplementary report circulated at the meeting which contained amended recommendations and results of consultations.

Mr Hess, speaking on behalf of residents of Gardiner Avenue, objected to the road's inclusion in CPZ scheme Zone GA, stating that as each dwelling had a garage and driveway, that it was not necessary to park on the road. He stated that 4 petitions that had been submitted by residents had shown that they were unanimously against a CPZ scheme and he felt that therefore this should be sufficient evidence to show that such a scheme should not be implemented in this road. He informed Members that the residents had the support of the local MP who had submitted a letter to the Council supporting their request. He commented that Gardiner Avenue was yet to show evidence of the suggestion that displacement parking from surrounding streets under Zone GA would occur. He also expressed concern about the lack of communication during the consultation period and added that 2 residents who had indicated support for the scheme had since opposed it after realising they had misunderstood the consultation questionnaire.

Councillor Sayers, speaking in his capacity as Ward Councillor, stated that although he sympathised with Gardiner Avenue residents, that overall the consultation area had indicated support for the CPZ scheme Zone GA and he felt that Gardiner Avenue would be vulnerable to displacement parking if it was not included.

In reply to the comments made, Mr Rankmore advised Members that the consultation questionnaire of July 2003 had shown 2 for and 2 against a CPZ scheme for Gardiner Avenue. He advised Members that the recommendations for a CPZ scheme were based on the overall results of the area consulted, adding that previous experience of excluding small roads similar to that of Gardiner Avenue from CPZs often resulted in them being subjected to displacement parking.

Members agreed that there was a danger of displacement parking occurring to Gardiner Avenue if it was not included. In reply to a suggestion from the Chair, Mr Rankmore confirmed that Gardiner Avenue would be scheduled as the last road for inclusion in Zone GA in order that residents and officers could observe the impact of parking on this road. Mr Rankmore added that a review of Zone GA would be undertaken within 6 to 12 months of its implementation.

Mr Chambers, a resident of Harlesden Gardens, suggested that there be a re-consultation of the lower half of the road as he feared that section could suffer from displacement parking as nearby roads such as Drayton Road and Sellons Avenue were shortly to be included in Zone HW.

In reply to Mr Chamber's suggestion, Mr Amir-Hosseini stated that there would be difficult to undertake a re-consultation in the time available as the Zone HW extension was scheduled for August/September 2005. The Chair agreed to Mr Amir-Hosseini's suggestion that an information letter be sent to residents of the lower half of Harlesden Gardens informing them of nearby roads' forthcoming inclusion in Zone HW and of the resulting possible effects.

Mr Antoniou, a resident of Willesden Lane, requested that 'pay and display' spaces be created on the school side of Latchmere Road to compensate for the loss of parking spaces at Willesden Library once the new museum had opened on the site. He also requested that 2 loading bays be introduced at the top end of Latchmere Road. He commented that a danger was presented by traffic turning right off St Andrews Road and suggested that a 'Left Turn Only' sign be introduced to remove this problem.

In reply to Mr Antoniou's comments, Mr Rankmore advised Members that since Latchmere Road was a cul-de-sac, 'pay and display' spaces could present difficulty to drivers as they would be required to reverse out of a narrow road if there were no spaces available. With regard to St Andrews Road, Mr Rankmore stated that an investigation would be required into the type of accidents that were occurring there and whether a right turn ban would be effective and enforceable. He confirmed that a site visit and discussion with Mr Antoniou concerning both roads would be undertaken.

Following a request from a resident, the Chair requested that officers investigate the parking situation at Tavistock Road.

#### RESOLVED:-

- (i) (a) that the outcome of the informal consultation be noted and the inclusion of Maybank Avenue in Zone SH be approved, subject to statutory consultation;
- (b) that the implementation of 'At Any Time' (double yellow line) waiting restrictions on all road junctions within the Zone SH re-consultation area boundary (Appendix A of the main report) be approved;
- (ii) that the outcome of the informal consultation with residents of Hillside Avenue be noted and that CPZ proposals for their street be withdrawn;
- (iii) that the informal consultation with residents of The Chine, The Croft, The Dell and Elton Avenue be noted and that their area be included in a separate ST inner zone with existing operational hours 8.00am – 6.30pm, Monday to Saturday, subject to statutory consultation;

- (iv) that Barham Close, Station Approach, Station Crescent, section of Harrow Road (between Rugby Avenue and Saunderton Road) and Sudbury Crescent which previously demonstrated support to have the existing operational times in the January 2005 meeting be included in the ST inner zone, subject to statutory consultation;
- (v) that the operational times of Zone HS be 10.00am - 3.00pm, Monday to Friday, be approved, subject to statutory consultation; and
- (vi) that the outcome of the Kingsbury Town Centre 'Pay and Display' Zone review consultation be noted.

#### 10. **Wembley High Road – Safety Scheme**

The Committee received a report about proposals to improve road safety and the movement of public transport along Wembley High Road, in particular between the main pelican crossings outside Wembley Central station and outside the Woolworths store.

Adam Assaadi (Transportation Officer) advised Members that the level of congestion and on-going accidents involving pedestrians could not be allowed to continue, and a solution to these problems was a priority that would necessitate the partial or full closure of St. John's Road junction with High Road. Mr Assaadi drew Members' attention to the 3 options and the draft consultation materials as detailed in the report.

Councillor Fox enquired about the validity of the consultation results of the Safety Scheme proposals, particularly as he felt that some questions in the questionnaire would be difficult to answer.

In reply to Councillor Fox's query, Mr Assaadi stressed the importance of obtaining feedback on the proposals and advised Members that residents, residents' associations, businesses and London Buses would all be consulted. He added that the consultation would receive high profile advertising in order to help boost the number of responses.

#### RESOLVED:-

- (i) that the design concept and the draft consultation of the safety scheme (as shown in Appendix A) be approved;
- (ii) that the public consultation strategy to be adopted for the scheme as detailed in the report be approved; and
- (iii) that the results of the consultation be reported at the appropriate Committee meeting before implementation of the scheme.



## 11. **London Bus Priority Network (LBPN) Progress Report**

The Committee received a report updating them on progress on the LBI/LBPN programme since the last report to this Committee. The report also informed members on the schemes identified on various bus routes in the 2005/06 LBPN programme.

Mr Amir-Hosseini drew Members' attention to the various schemes that were in place for the LBPN Programme 2005/06 as set out in the report. He also updated Members concerning the recent deferral of bus route 182 down Watford Road and drew their attention to alternative options that were currently under consideration for this route as set out in the report.

The Chair stated that she was pleased that alternative options were now being considered for bus route 182 and hoped that a suitable alternative would soon be agreed.

### RESOLVED:-

- (i) that the progress on the LBPN programme be noted;
- (ii) that the LBPN programme for 2005/06 be noted and that it be agreed to proceed with public consultation on the proposed schemes; and
- (iii) that the Director of Transportation be authorised to proceed with public and statutory consultation and to implement the schemes if there are no objections or he considers that the objections received are groundless or insignificant.

## 12. **Transport for London (TfL) Capital Approved Programme**

On 23<sup>rd</sup> November 2004, TfL confirmed Brent's allocation for 2005/06, by approving our annual bid submitted in August 2004 and allocating £4.921m plus other substantial funds through sub regional partnerships. This report informed members of the approved programme and funding received and any changes that have been introduced by TfL this year. Qassim Kazaz (Head of Strategy, Transportation Unit) advised Members that the approved programme was due to commence on 1<sup>st</sup> April 2005.

Councillor Fox enquired about the level of disruption that would take place during the bridge assessment and strengthening programme and also commented on the high noise levels along the North Circular. Councillor R S Patel enquired about the dates and types of works planned under the programme for Wembley Town Centre. The Chair, welcoming the successful bids obtained from TfL, asked how many Safer Routes to Schools schemes were planned and sought clarification on the level of funding allocated for monitoring air quality.

In reply to the queries raised, Mr Rankmore advised Members that due to increased loadings along Bridge Road, Wembley, the Highway Authority was responsible for funding the strengthening of the bridge. He confirmed that the original dead weight of the bridge would need to be removed and replaced with a lighter load in order that the bridge could accommodate the increased weight. He added that the works would only take up a small amount of road space in order to minimise disruption.

Mr Kazaz advised Members that an initial investigation of the noise along the North Circular would be undertaken to seek potential noise reduction measures. With regard to Wembley Town Centre, he advised Members that improvements would be made to both footpath sides through a phased work programme. He informed the Chair that he would confirm to her the number of Safer Routes to School schemes planned. He advised the Committee that the funds allocated for monitoring air quality, though modest, would be sufficient to identify key areas of concern and he anticipated that further funds would be available for this in the future. Mr Rankmore added that an air quality unit was to be located at Empire Way from 6<sup>th</sup> April 2005.

Mr Rankmore advised Members of some minor changes in the recommendations on the report, these being the substitution of the word 'notes' for 'agree' in recommendation (i) and the insertion of 'public and' between 'necessary' and 'statutory' in recommendation (iii) as set out in the report.

**RESOLVED:-**

- (i) that the TfL Capital allocation of £4.921m and other funds through sub-regional partnerships be noted;
- (ii) that the Director of Transportation be instructed, subject to compliance with the Council's Standing Orders and financial regulations, to implement the schemes set out in this report and ensure their delivery using the allocated budget and resources; and
- (iii) that the Director of Transportation be authorised to undertake any necessary public and statutory consultation, to consider any objections or representations and either to refer objections or comments back to this Committee or to implement the order if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

**13. Date of Next Meeting**

It was noted that the next meeting of the Highways Committee would be set at the Annual Council meeting in May 2005.

14. **Any Other Urgent Business**

None

The meeting ended at 8.50 pm

L JONES  
Chair

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