

MINUTES OF THE HIGHWAYS COMMITTEE
Wednesday, 22nd March 2006 at 7.00 pm

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

Apologies for absence were received from Councillor Kagan.

Councillor H B Patel also attended the meeting.

1. Declarations of Interest

None

2. Minutes of Previous Meetings

(i) 25th January 2006

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 25th January 2006 be received and approved as an accurate record.

(ii) 28th February 2006

RESOLVED:-

that the minutes of the special meeting of the Highways Committee held on 28th February 2006 be received and approved as an accurate record.

3. Matters Arising

None

4. Deputations

None

5. Petitions

The Committee noted that the following petitions had been received containing in excess of 50 signatures.

(a) Against proposed introduction of one way system for Northwick Avenue and Rushout Avenue (taken at the meeting at the discretion of the Committee)

This petition objected to the proposed introduction of a one way system for Northwick Avenue and Rushout Avenue on the grounds

that it would increase traffic congestion, noise, accident rates and delay Emergency Services vehicles.

Phil Rankmore (Director of Transportation) advised Members that the petition had been submitted following a consultation that had been undertaken with regard to proposals to introduce a one way system and traffic calming measures for Northwick Avenue and Rushout Avenue. However, following the results of the consultation and the subsequent submission of the petition, Mr Rankmore advised Members that they were withdrawing the proposed one way system and intended to only proceed with the traffic calming measures.

In reply to a query from the Chair, Mr Rankmore confirmed that residents were to be informed in writing of the amended scheme.

RESOLVED:-

- (i) that the contents of the petition be noted;
 - (ii) that the proposals for the Kenton Road/Northwick Avenue and Rushout Avenue one way system be withdrawn;
 - (iii) that the Director of Transportation be authorised to proceed with the implementation of the Kenton Road/Northwick Avenue and Rushout Avenue traffic calming scheme and 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 orders for the scheme if there are no objections or representations, or he considers the objections or representations groundless; and
 - (iv) that residents be informed of these proposals
- (b) **Request for parking bays to be changed to loading bays and for parking and loading bays to be provided in the section of 833-857 Harrow Road**

This petition requested that parking bays be changed to loading bays at 853-857 Harrow Road and for parking and loading facilities to be provided for the section of the road 833-857 Harrow Road.

Sheila Harris, representing the petitioners, circulated documents in support of the petition after receiving the approval of the Committee. Miss Harris requested that the insert parking bays outside 853-857 Harrow Road be changed to a loading bays with at least 20 minutes waiting restriction time in order that customers of her shop had sufficient time to purchase items and load their vehicles, adding that

as the loading bay would effectively be an off street parking space, that no time restrictions should apply. She also requested that enforcement of current parking and waiting restrictions only take place when the bus lane was operational and she felt that this stretch of Harrow Road had been excessively targeted by parking attendants at all times of the day. With regard to pay and display parking spaces, she stated that lorries would often be blocked in when vehicles parked either side of them.

Mr N Tricot, also representing the petitioners, requested that parking and loading facilities offering 20 minutes waiting restriction time be provided along the section of road 833-857 Harrow Road in order to improve access customer access to the businesses at these addresses. Mr Tricot felt that attention should be given to ensure a correct balance between customer use and other users of this section of Harrow Road. He also requested that the operational times of the current waiting restrictions be reviewed at the earliest opportunity.

In reply to the issues raised, Satnam Sahota (Team Leader, Parking, Transportation Unit) advised Members that parking attendants were entitled to ticket vehicles during the restriction periods, however he would report any incidences of ticketing outside these times to the Parking Manager to prevent this from reoccurring. With regard to loading times, Mr Sahota advised Members that this be reviewed, suggesting that the loading restriction times could be extended pending the outcome of the review, and that the possibility of replacing the pay and display parking bays with loading bays that could be used by customers could also be investigated. He added that the legitimate use of loading bays required that loading activities actually take place.

The Chair welcomed Mr Sahota's comments and stated that every effort would be made to improve parking and traffic management of Harrow Road, especially in light of the extension of the Congestion Charge Zone.

RESOLVED:-

- (i) that the contents of the petition be noted; and
- (ii) that officers be authorised to undertake further investigation concerning parking and loading facilities for the section of 833-857 Harrow Road and the results reported back to a future Committee meeting

(c) **Request for limited free parking in Neasden Parade**

The petition requested that:

“We, the undersigned, require that:

- Brent Council remove the parking meters, many of which don't work, and dispense with the requirements for drivers to pay to park their cars along Neasden Parade (Neasden Lane);
- Brent Council replace the present metered parking scheme with a two-hour free parking, no return in four hours scheme in Neasden Parade (Neasden Lane);
- We appoint Mohammed Alghoul and Jason McKee, and Mr R Dunwell (as consultant) to represent us to Brent Council on this matter.”

Jason McKee, representing the petitioners, welcomed the improvements to parking facilities that had been introduced to Neasden Parade, however he stated that businesses still felt that there were shortcomings with the current scheme. Mr McKee stated that the petition covered the whole of the Neasden shopping area and that the petitioners wished for 2 hour free parking to be introduced to the area. With regard to the current scheme, Mr McKee stated that there were a number of parking meters that were not working, often leading to vehicles being ticketed whilst the owner went to purchase parking vouchers, or drivers being tempted to forgo purchasing any parking vouchers if their visit to the area was brief. Mr McKee informed Members that the petitioners had indicated that they would be satisfied with 1 hour free parking, or that their proposals only apply on Saturdays, or even 10 minute free parking with parking attendants specifically instructed not to issue tickets unless vehicles remained in the parking bays in excess of this period.

In reply to the issues raised, Mr Sahota drew Members' attention to the supplementary briefing note that was circulated at the meeting. He advised Members that since the implementation of the current parking scheme 28 months previously, surveys had indicated a high level of compliance and a high level of turnover meant that parking spaces were being used efficiently. He acknowledged the concerns regarding inoperative parking meters, advising Members that this issue had since been largely addressed. Mr Sahota felt that the parking voucher system had worked well and advised Members that parking attendants were instructed to allow drivers sufficient time to obtain the vouchers. Members heard that the 10 minute free parking arrangement suggested by Mr McKee would be difficult to

manage, however Mr Sahota added that there could be investigations undertaken to see if the requests as set out in the petition could be introduced. In reply to a query from Councillor H B Patel, Mr Sahota advised Members that as well as the 2 hour free parking requested in the petition, the possibility of 1 hour free parking could also be investigated as this length of time was consistent with other free parking schemes in the Borough.

The Chair acknowledged the improvements in parking facilities in Neasden Parade and indicated her approval the petitioners' requests be included for investigation in the work programme for 2006/2007 and that the findings be reported to a future Committee meeting.

RESOLVED:-

- (i) that the contents of the petition be noted; and
 - (ii) that officers be authorised to undertake investigation concerning the possibility of introducing limited duration free parking to Neasden Parade and the results reported back to a future Committee meeting
- (d) **Request for one way system and traffic calming measures in London Road**

The petition requested that:

“We, the undersigned, call on Brent Council Highways Committee to:

1. Make the area including the top of London Road until its junction with Rupert Avenue a one way street, so that traffic will need to come into London Road one way from the top and go out via Cecil Avenue. Cecil Avenue should continue to be a two way street but parking spaces at the top near Copland School should be removed.
2. Introduce traffic calming in London Road to stop excessive speeding of cars and motorcycles.”

Dhiraj Kataria, representing the petitioners, stated that because of significant congestion impeding traffic flow along London Road, that residents were requesting that a one way system and traffic calming measures be introduced to the road, and in addition parking spaces be removed from the Copland School end of Cecil Avenue. Mr Kataria asked that the scheme requested be in operation at all times. Mr Kataria also suggested that if introducing a one way system was not feasible, that parking spaces be removed from one

side of the top end of London Road and some others from the side roads.

In reply to the issues raised, Mr Rankmore stated that officers would be happy to investigate the requests as set out in the petition, however he advised Members that the one way system could present problems if there were road works or some other blockage, as vehicles could be trapped. In addition, Mr Rankmore added that drivers may be tempted to use London Road in order to avoid the High Road, thus meaning an extra number of vehicles using the residential roads. He emphasised the need to balance the requirements of the local residents and in deterring other drivers from using the residential roads. Mr Rankmore stated that during investigation of the petitioners' requests, a consultation would be undertaken to seek their views and that the access requirements of certain places, such as Copland School and Wembley Square, would need to be taken into consideration. With regard to the traffic calming measures requested, Mr Rankmore advised the Committee that an accident rate survey would need to identify a relatively high number of accidents to justify such measures being introduced because of limited funding.

During Members discussion, Councillor Beswick stated that turning at the top end of Cecil Avenue was difficult due to the high level of congestion and he suggested that some parking spaces be removed along this section of the road in order to ease the problem. He also indicated that the requests as set out in the petition merited further investigation. The Chair agreed that the petitioners requests be considered further and she asked that the findings of investigation be reported back to a future meeting.

RESOLVED:-

- (i) that the contents of the petition be noted; and
- (ii) that officers be authorised to undertake investigation concerning the possibility of introducing a one way system and traffic calming measures for London Road and Cecil Avenue as requested in the petition and the results reported back to a future Committee meeting

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

Mr Sahota introduced the report informing Members of the progress with the programme of implementation of Controlled Parking Zones (CPZs) since the report to the last meeting in January 2006, and of the proposed CPZ programme for the 2006/07 financial year. In reply to a query from Councillor Beswick, Mr Sahota confirmed that the CPZ scheme zone HS consultation had been carried out which had indicated majority support for

reducing the operational times. However, it had since been decided that the times remain unchanged, following the subsequent submission of a large petition supporting the existing times.

The Chair indicated her approval that Holland Road and All Souls Avenue were to be included in the 2006/2007 CPZ programme as there was residential support for CZP schemes from these roads.

RESOLVED:-

- (i) that the progress report be noted and it be agreed that officers proceed with the programme of implementation of CPZs approved for the current financial year;
- (ii) that the outcome of the consultation with residents of Zone KS CPZ as detailed in paragraphs 3.4 and 3.5 of the report be noted and it be agreed not to include Bank Holiday operation of the parking controls in the CPZ;
- (iii) that the provisional programme of CPZs and CPZ reviews for 2006/07, as detailed in paragraphs 3.6 and 3.7 of the report, and the proposed funding allocation summarised in paragraph 4.3 be approved; and
- (iv) that the Director of Transportation be authorised to consider objections and representations to the statutory consultation mentioned in the Detail part of the report and that he report back to Members if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

7. Preston Road – Area Parking

Mr Sahota introduced the report updating Members on the outcome of investigations carried out by officers into a petition requesting free parking in Preston Road in the vicinity of Preston Road Station. Members noted that an independent survey had been carried out by specialist consultants on 9th February 2006. On the basis of this survey, Mr Sahota recommended that the existing free 1 hour parking scheme in operation in Preston Road be extended to include the section of Preston Road between The Avenue and Uxendon Crescent on a 12 month experimental basis.

Robert Dunwell acknowledged the work undertaken by officers, however he stated that traders had subsequently expressed preference for a 2 hour free parking scheme, adding that this longer duration would also be consistent with the 2 hour parking bays marked out for Wembley Stadium Event Days. Mr Dunwell therefore requested that the option of 2 hours be included in the consultation papers for the proposed scheme.

Councillor H B Patel supported Mr Dunwell's statement that a 2 hour free parking scheme would be consistent with the 2 hour Wembley Stadium Event Day parking markings and he felt that this merited the 2 hour option being included in the consultation papers.

In reply to the issues raised, Mr Sahota advised Members that 1 hour free parking was preferable as it would be of the same duration as the free parking scheme currently in operation in Preston Road, thus preventing any confusion or misunderstanding for those using the parking facilities. Mr Rankmore stated that previous surveys of free parking schemes had indicated that most users had vacated their parking space well within the 1 hour limit and he added that there were plentiful alternative parking facilities if drivers wished to park for longer periods.

Members indicated their support for the proposals and in reply from the Chair, Mr Sahota advised the Committee that the scheme was likely to be implemented in October or November 2006.

RESOLVED:-

- (i) that the outcome of the officers' investigations in response to a petition requesting free 1-hour parking in Preston Road be noted;
- (ii) that it be agreed that officers consult with traders and businesses in Preston Road on the introduction of a free 1-hour parking scheme as detailed in paragraphs 3.7, 3.8 and 3.9 of the report for an experimental period of 12 months, and to proceed with the scheme implementation subject to majority support and satisfactory statutory consultation; and
- (iii) that the Director of Transportation be authorised to consider objections and representations to the statutory consultation mentioned in the Detail part of the report and that he report back to Members if there are substantial objections or concerns raised, otherwise he is authorised to overrule other objections and implement the scheme.

8. Clarendon Gardens and Manor Drive

Mr Rankmore drew Members' attention to the report detailing the recent public consultation results for the proposed traffic management and road safety scheme for the Clarendon Gardens and Manor Drive area and which sought approval to proceed to statutory consultation and implementation. Members heard that there had been considerable consultation with Ward Councillors and residents' associations regarding the proposed scheme. Mr Rankmore advised Members that all the roads within the proposed scheme were used as rat runs, however the scheme had been split into 3 separate zones in order to address the specific problems each zone was experiencing, such as speeding vehicles.

Councillor H B Patel acknowledged the efforts made by officers during the consultation but indicated his support for the scheme on an experimental basis only as he felt the consultation results were not wholly conclusive.

Councillor Beswick enquired whether it was possible to remove some parking spaces at the junction of Wembley Park Drive and Wembley Hill Road due to buses experiencing problems negotiating this junction. In reply, Mr Sahota agreed to investigate this possibility.

RESOLVED:-

- (i) that the outcome of the results of the public consultation of the proposals to implement traffic calming measures in the Clarendon Gardens area and Manor Drive area be noted;
- (ii) that the issues raised by the residents' association and Ward Councillors and the actions taken by officers to resolve them be noted;
- (iii) that the revised scheme design based on the public consultation and exhibition comments be noted;
- (iv) that the additional speed reducing measures for Llanover Road, Pembroke Road and Castleton Avenue be approved;
- (v) that the introduction of the gated closure in Clarendon Gardens on an experimental basis be approved;
- (vi) that officers be instructed to monitor the traffic impact of the proposals and bring back a further report after the experimental period;
- (vii) 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 representation are groundless; and
- (viii) that the amendments to existing loading and unloading restrictions to extend to cover the PM peak hours outside the shops in East Lane adjacent to Harrowdene Road be approved.

9. Grove Park Area, Proposed 20 Miles Per Hour Zone

Malcolm Keen (Senior Engineer, Transportation Unit) introduced a report updating Members on progress with the development of the Grove Park 20

miles per hour (mph) zone scheme, which set out the results of the recent consultation and sought approval to proceed to statutory consultation and implementation.

During Members discussion, Councillor R S Patel indicated his support for the proposals, stating that he felt the scheme would be effective in addressing the problems that were currently being experienced in the area.

RESOLVED:-

- (i) that the results of the public consultation of the proposals to implement a 20 mph zone in the Grove Park area be noted; and
- (ii) 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 scheme proposed in the report if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

10. **Transport for London Capital Approved Programme 2006/07**

Mr Rankmore introduced the report informing Members of the approved programme and funding received and of any changes that had been introduced by Transport for London (TfL) this year. Members heard that on 12th December 2005, TfL confirmed Brent's allocation for 2006/2007, by approving the annual bid submitted in July 2005 and allocating £5.5m plus other substantial funds through sub-regional partnerships, totalling £747k which gave a grand allocation for Brent Council of £6.248m. Mr Rankmore drew Members' attention to the break down of allocation of funds for the various works contained in the 2006/2007 programme as set out in the report.

The Chair sought further details regarding the areas that had been identified as experiencing the worst congestion and of the use of noise barriers. In reply, Mr Rankmore advised Members that the highest priority areas with regard to congestion were those that had been identified by London Buses and that Brent Council was obliged to address these as part of the terms of the agreement with TfL. He stated that the possibility of placing timber-based noise barriers was being considered along sections of the North Circular Road.

RESOLVED:-

- (i) that the total TfL Capital allocation of £6.248m and which gave scheme approval 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 the report and ensure their delivery using the allocated budget and resources; and
- (iii) that the Director of Transportation be authorised 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.

11. Date of Next Meeting

It was noted that the date of the next meeting of the Highways Committee would be agreed after the local elections in May 2006.

12. Any Other Urgent Business

Members thanked officers for the work that had been undertaken since the Highways Committee had been formed in 2002.

The meeting ended at 8.20 pm

L JONES
Chair