

MINUTES OF THE HIGHWAYS COMMITTEE
Wednesday, 21st March 2007 at 7.00 pm

PRESENT: Councillor D Brown (Chair), Councillor V Brown (Vice Chair) and Councillors Colwill, Van Colle and Wharton.

Councillors Butt and Dunwell also attended.

1. Declarations of Interest

Councillor Van Colle declared a prejudicial interest in item 8 the Progress Report on the Controlled Parking Zones Programme (CPZ) and left the room for the discussion and did not take part in voting for that item.

2. Minutes of the Previous Meeting on 24th January 2007

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 24th January 2007 be approved subject to the following amendments.

Item 1, paragraph 8 to delete '*the CPZ schemes*' and add '*the free one hour parking scheme on Preston Road*'.

Item 1, paragraph 1 to delete '*route 183/82*' and add '*83/182*'.

3. Matters Arising

None.

4. Deputations

None.

5. Petitions

None.

6. Church End Regeneration Transportation Improvements.

Phil Rankmore (Transportation Unit) introduced the report and explained that the Council had been in partnership with the Catalyst Housing Group to promote regeneration proposals for sites in Church End. At the Executive meeting of 13 November 2006 various elements of the redevelopment were approved in principle, including transportation proposals. These comprised a revised junction design at Neasden Lane/Church Road/High Road, Willesden, improved pedestrian and cycle facilities, improved bus facilities and new on-street parking bays.

It was noted that despite significant improvements in the residential estates of the Church End area, there has been evidence of deteriorating environmental quality in the wider area of Church End. The Planning

Service had been working with Fortunegate Community Housing, part of the Catalyst Housing Group, who owned significant areas of land in Church End, to draw up regeneration proposals on a number of sites, creating new homes and shops, a new games area and new market facilities. Brent Council had secured £2 million of Growth Area Funding (GAF) to provide the necessary transportation improvements, and this would need to be spent by March 2008. It would only be used for those works identified in the GAF agreement. The estimated cost of the work would be well within the budget provision, as a significant amount was allowed in contingencies for alterations to statutory undertaker's apparatus. Following JMPs enquiries with the statutory undertakers there were currently no planned diversions necessary and confirmation is anticipated shortly. Therefore the contingencies will only be expended on any unforeseen engineering difficulties. There are no particular engineering structures associated with the work and the risk of incurring contingency expenditure would be low.

Members enquired whether the new road would have a negative impact upon the local shop owners. In reply, members noted that the new road would not cause inconvenience, as the location of the shops was taken into consideration during the design phase.

RESOLVED:

- (i) that approval be given to the detailed design drawings JMP/K072008/PO/01A attached to the report from the Director of Transportation showing the revised roundabout configuration, and the signal and other traffic works associated with the Church End scheme;
- (ii) that the Director of Transportation proceed to construct the scheme using the Council's term contractors, and subject to compliance with the Council's contract standing orders and financial regulations, within the funding provided and completion by March 2008;
- (iii) that the Director of Transportation submit a report to the General Purposes Committee with a recommendation that the Council make an order under section 247 of the Town and Country Planning Act 1990 to stop up redundant highway land immediately to the east of the roundabout such that the land can be incorporated into the regeneration proposals;
- (iv) that the Director of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the scheme if there are no objections or representations, or he considers the objections or representations are groundless or insignificant but otherwise to refer objections or representations to this Committee for further consideration.

7. **Progress Report on Controlled Parking Zone Programme (CPZ).**

The committee noted that all recommendations should be subject to satisfactory statutory consultation.

Amir Hosseini (Transportation Unit) introduced the report and explained that the report informed members on progress of the Controlled Parking Zones (CPZs) implementation programme in Brent since it was last reported in January 2007 and of the proposed CPZ programme for the 2007/08 financial year.

It was noted that a CPZ review of Swinderby Road was carried out in January 2007. The responses received from residents requested that part of the road be included within the Zone C (Wembley Central) CPZ, which had a shorter operating period (the times were between 8.00 am – 6.30 pm, Monday to Saturday). The results of the consultation showed a majority support for Swinderby Road to be removed from Zone E (Ealing Road CPZ) and be included in Zone C (Wembley Central CPZ). The consultation with residents of All Souls Avenue between Hardinge Road and Wrotesley Road asked residents if they wished to be included in Zone HW (west of All Souls Avenue) or Zone KL (east of All Souls Avenue), the results illustrated that the majority of residents supported that the section be included in zone KL subject to statutory consultation.

Consultation with residents of Northview Crescent informed residents of the likelihood of parking being displaced onto their street as a result of implementing the extended NS CPZ in neighbouring streets. The results of the consultation showed that the majority of residents supported the inclusion of Northview Crescent in NS CPZ, which would be subject to satisfactory consultation. Results from the consultation on Oman Avenue confirmed that residents wanted to be included in GA CPZ, this was due to recent reports of parking displacement from neighbouring streets. The Dairy Close, Harlesden Road (part), Herbert Gardens (part) and Haycroft Gardens consultation results showed that only Herbert Gardens (part) was in support of the proposals, whilst residents of Harlesden Road (part) were undecided. It was noted that officers had received several complaints from the Police and Cardinal Hinsley High School with regard to illegal vehicle selling in Harlesden Road and demanded the Council to control parking. Consultation results showed that residents of Bassingham Road, Danethorpe Road, Holland Road, Lincoln Road, Norton Road, Stapleford Road and Thurlby Road opposed the CPZ proposals.

It was stated that other area reviews had taken place and results confirmed that the majority of respondents in Zone GD were fairly satisfied with the CPZ overall. Residents supported the existing operational times of 8.30 am to 6.30 pm, Monday to Friday. However, they stated they were in favour of footway parking in Brenthurst Road, this was due to the width of the road and vehicles being parked on the footway during CPZ operational times.

The review of Zone GC illustrated that the majority of residents were fairly satisfied with the CPZ and that they supported the existing operational times of 8.30 am to 6.30 pm, Monday to Friday. However, several roads indicated that there was not enough parking bays along their road both for residents and businesses nearer to the High Road. It was noted that the parking arrangement along these particular roads would be reconsidered and where feasible, parking restrictions relaxed to introduce further parking capacity.

It was noted that in Zone NC the majority of respondents were very satisfied with the CPZ operational times and supported to remain unchanged. However, complaints were raised regarding the inadequate parking capacity for residents, businesses and customers. Members were informed that investigations to increase parking availability would take place, and if additional capacity was identified, the CPZ would be amended accordingly.

Members noted that an allocation of £414,000 had been made available for new CPZs and CPZ reviews for the 2007/08 financial year. Members were referred to appendix J of the report in order to view a summary programme for the next financial year 2007 / 08.

Members expressed concern at the low percentage return of questionnaires from residents. They questioned whether officers were doing enough to make the public aware of the schemes that were being implemented. In response, the Chair informed members that the responses received were in line with the level of responses received from residents across all boroughs. Amir Hosseini added that public exhibitions were held to make residents aware of the developments that were occurring within the area. It was also noted that on average the department has only 20 percent rate to questionnaires sent out.

It was noted that Appendix J, page 64 of the report, New CPZ Schemes, Zone E needed to be amended to read "Mount Pleasant rather than Mount Pleasant Road". Officers were unable to confirm if Northview Way was on the programme.

Members showed support for the need of a CPZ on the Harlesden Road. However, they expressed concern that only a few residents responded to the consultation and that this was indicative that support for the scheme was equally divided. They questioned whether officers conducted adequate investigations into the types of schemes available to remove vehicles, such as traffic wardens or towed vehicles. In response, it was noted that other schemes had been investigated, however, they were all deemed to be unsuitable, hence the move towards a CPZ scheme. It was also noted that the Complaints team had received several complaints from the Police and Cardinal Hinsley High School with regard to illegal vehicle selling in Harlesden Road and demanded the Council to control parking. Some members agreed that enforcement would prove more beneficial.

RESOLVED:

- (i) that the outcome of the consultation with residents of Swinderby Road (numbers 46-132, 47-133), as detailed in items 3.2 to 3.5 be noted and approval given to the inclusion of that section of Swinderby Road in Zone C, subject to satisfactory statutory consultation.
- (ii) that the outcome of the consultation with residents of All Souls Avenue (between Wrottesley Road and Hardinge Road), as detailed in items 3.6 to 3.7 be noted and approval given to the inclusion of that section of All Souls Avenue in Zone KL, subject to satisfactory statutory consultation.
- (iii) that the outcome of the consultation with residents of Northview Crescent, as detailed in items 3.8 to 3.10 be noted and approval given to the inclusion of Northview Crescent in Zone NS, subject to satisfactory statutory consultation.
- (iv) that the outcome of the consultation with residents of Oman Avenue, as detailed in items 3.11 to 3.13 be noted and approval given to the inclusion of Oman Avenue in Zone GA, subject to satisfactory statutory consultation.
- (v) that the outcome of the consultation with residents of HW extension, as detailed in items 3.14 to 3.16 be noted and approval given to the inclusion of Harlesden Road (part) and Herbert Gardens (part) in Zone HW, subject to satisfactory statutory consultation.
- (vi) that the outcome of the consultation with residents of Zone E extension, as detailed in items 3.17 to 3.19 be noted and approval given for the CPZ proposals for these streets being withdrawn.
- (vii) that the outcome of Zone GD review consultation, as detailed in items 3.20 to 3.21 be noted and agreement given to the introduction of partial (two wheels on) footway parking in Brenthurst Road.
- (viii) that the outcome of Zone GC review consultation, as detailed in items 3.22 to 3.25 be noted and approval given to review the existing parking places and waiting restrictions be undertaken to establish where additional provision is feasible.
- (ix) that the outcome of Zone NC review consultation, as detailed in items 3.26 to 3.28 be noted and approval given to the Director of Transportation to investigate the feasibility of introducing additional parking places and that, if appropriate, the CPZ be amended accordingly.

- (x) that approval be given to the provisional programme of CPZs and CPZ reviews for 2007/08 as detailed in item 3.29 be noted and the proposed funding allocation summarised in appendix J of the report from the Director of Transportation.
- (xi) that the Director of Transportation be authorised to consider objections and representations to the statutory consultation mentioned within the Detail section 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 together with those already improved.

8. **Transport for London Capital Approved Programme.**

Richard Pearson (Transportation Unit) introduced the report to members. The report aimed to inform members of the approved programme, the amount of funding received and any changes that had been introduced by Transport for London (TfL). On 19th December 2006, TfL approved Brent's Local Implementation Plan Reporting and Funding document submitted in July 2006 and allocated funding of £4,794,000, plus other substantial funding through sub-regional and strategic partnerships, to spend on transportation projects for 2007/8.

The allocated funds were intended to be used to support the sustainable management of the borough's transport network, in accordance with the Council's approved Local Implementation Plan policies and to meet the strategic and local targets set by TfL.

Members were advised that the proposed bus lane scheme 245/22-23 Forty Avenue and 245/24 Forty Avenue would not be positioned outside shops. Both schemes covered issues relating to parking and bus lane allocation. Richard Pearson (Transportation Unit) explained that each scheme had been considered carefully and that each design was balanced to achieve the objectives of all groups involved. It was stated that recommendations 3.6, 3.7 and 3.8 would be finalised upon clarification by officers.

RESOLVED:

- (i) that the TfL Capital allocation of £4,794,000 and other funds allocated to Brent through Strategic Partnerships including the Park Royal Partnership, North Orbital Rail Partnership (NORP) and 'WESTTRANS' (the West London transport partnership of five boroughs) be noted;
- (ii) that the Director of Transportation subject to compliance with the Council's contract standing orders and financial regulations, be instructed to implement the schemes set out in the report and ensure their delivery using allocated budget and resources;
- (iii) that the Director of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any

objections or representations and to implement the necessary traffic management orders if there are no objections or representations, or if he considers the objections or representations are groundless or insignificant to otherwise refer objections or representations to the Committee for further consideration.

9. **Date of Next Meeting**

It was noted that the date of the next meeting of the Highways Committee will be confirmed at the Annual Council Meeting in May 2007.

10. **Any Other Urgent Business**

None.

The meeting ended at 7.55pm

D BROWN
Chair