

MINUTES OF THE HIGHWAYS COMMITTEE
Wednesday, 30th May 2007 at 7.00 pm

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

Councillors Anwar, Blackman, Butt, Dunwell, Farrell, Malik and Sneddon also attended.

1. Election of Chair and Vice Chair

Nominations were invited for the position of Chair of the Highways Committee for the Municipal Year 2007/2008. Councillor D Brown was proposed and seconded. There were no other nominations.

RESOLVED:-

that Councillor D Brown be elected Chair of the Highways Committee for the Municipal Year 2007/2008.

Nominations were invited for the position of Vice Chair of the Highways Committee for the Municipal Year 2007/2008. Councillor Wharton was proposed and seconded. There were no other nominations.

RESOLVED:-

that Councillor Wharton be elected Vice Chair of the Highways Committee for the Municipal Year 2007/2008.

2. Apologies for Absence

None.

3. Declarations of Interest

Councillor Van Colle declared a personal interest in the Progress Report on Controlled Parking Zones Programme, Item 9 as he was a resident in one of the areas mentioned in the report, however he did not feel this was a prejudicial interest so was present and voted on this item.

4. Minutes of the Previous Meeting Held on 21st March 2007

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 21st March 2007 be received and approved as an accurate record.

5. Matters Arising

Phil Rankmore (Head of Special Projects, Transportation Unit) advised Members that Winchester Avenue, as opposed to Winchester Road as

stated in a previous report at the last Highways Committee meeting on 21st March 2007, had been selected to have a 20 miles per hour zone scheme introduced as part of the Transport for London Capital (TfL) Approved Programme for 2007/2008. Members also heard that the Principal Road Renewal Scheme as detailed in the TfL Capital Approved Programme for 2007/2008 from the last meeting should read A4005 Harrow Road (Watford Road to Elms Lane) and A4005 Harrow Road (Elms Lane to Sudbury Court Drive).

6. **Deputations**

None.

7. **Petitions**

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

(a) **Request for Introduction of Pedestrian Crossing, Harlesden Road**

This petition, submitted by Councillor Sneddon on behalf of residents of local residents, requested the following:-

“We, the undersigned call on the Council to introduce a pedestrian crossing on Harlesden Road, Willesden Green. This is to improve pedestrian safety for people travelling to Church, the Library and for other people attempting to cross this road with fast-moving traffic.”

Councillor Sneddon acknowledged officers’ investigations into the requests made in the petition and enquired about the times that the surveys were undertaken. Councillor Sneddon suggested that the proposed pedestrian crossing be located directly opposite the Church, as pedestrian movements differed on Sundays and he requested that Church members be included in any consultation. He welcomed the opportunity for officers to work with residents and ward councillors to devise a satisfactory scheme.

In reply to Councillor Sneddon’s comments, Phil Rankmore advised Members that the surveys for both Harlesden Road and Pound Lane were carried out between 8.00am and 6.00pm.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 8.

(b) **Petition Requesting Change of Operational Hours in Napier Road and Victor Road for the Controlled Parking Zone Scheme (CPZ Zone KR) in these roads**

This petition submitted by residents of Victor Road, Napier Road and Harrow Road requested that the CPZ operational hours be extended to 10.00pm Monday to Sunday and to introduce pay and display machines on Harrow Road.

Members noted the requests made by the petitioners.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 10.

(c) **Wembley Event Day Parking, Dunster Drive and Dimsdale Drive**

This petition submitted by Councillor Farrell on behalf of local residents stated the following:-

“A petition by residents of Dunster Drive, Kingsbury, NW9 to request that Brent Council do not implement the compulsory use of the ‘parking bays’ in Dunster Drive on Wembley Stadium Event Days. If the rule is enforced this will restrict the parking and consequently, even though having a required ‘permit’ a number of residents will be forced to look elsewhere for free bays in other roads, but on the stroke of midnight, on event days, they will be able to resume their normal parking practise, which is acceptable on non event days.”

Councillor Farrell, representing the petitioners, stated that although residents had supported some type of protective parking during the Wembley Stadium Event Day parking consultation, they had raised considerable concern with regard to the marking of parking bays and the degree to which they would have to comply with these. Councillor Farrell explained that of particular concern to residents was whether they would be ticketed if they parked outside the bays even if they displayed the relevant permit. She requested that visitors with permits be formally permitted to park in front of their hosts’ driveways where the host had allowed them to do so. Councillor Farrell enquired how new residents were informed of the need to acquire parking permits for event days and whether estate agents were informed of the need to communicate this to their clients, adding that she felt there needed to be more effort to raise awareness in general on this issue. She also commented that the event day parking sign at the entrance to Church Lane was difficult to identify.

In reply to the issues raised by Councillor Farrell, Irfan Malik (Assistant Director, Environment and Culture) advised Members that marked bays had been introduced to ensure that motorists were aware that a Wembley Event Day Protective Parking Scheme was in place. In addition, a variety of road signs were located on principal roads to give notification of the scheme. He stressed that it was important that the scheme was easily identifiable as visitors to events would be coming from all over the country and were unlikely to be familiar with the parking arrangements. There were numerous other ways that awareness of the scheme was being raised, including through the Brent Council website. Irfan Malik explained that parking bays had been marked to ensure that vehicles could park safely and to prevent traffic being impeded, although he acknowledged that this would lead to the loss of some parking spaces. However, the situation was being closely monitored on event days. Irfan Malik advised that enforcement would be appropriate to the timing of the particular event being held, with priority being given to areas closer to Wembley Stadium, principle routes and roads with bus lanes. With regard to visitors parking outside their host's driveways, Irfan Malik advised Members that where permits had been displayed, enforcement action would only occur if it had been requested by residents.

Irfan Malik agreed that Transportation officers would investigate the sign at the entrance of Church Road as raised by Councillor Farrell. The Committee were advised that a thorough review of the Event Day Parking Scheme would take place between November 2007 and February 2008, and amendments to the scheme made where necessary depending on the results of the consultation. Irfan Malik stated that the scheme had proven successful to date, with few complaints received. Ticketing of vehicles had been relatively low and enforcement was curtailed soon after the event was finished. In reply to a further query from Councillor Farrell, Irfan Malik confirmed that Traffic Orders determined that parking tickets could only be issued to permit holders where complaints had been received by residents.

The Chair stated that new residents were informed of the Wembley Event Day Parking Protective Scheme and that estate agents were also advised of this.

Members then commented on the issues raised in the petition. Councillor Van Colle commented that he had been made aware of complaints by residents about lack of parking spaces. He suggested that an interim report updating Members on the Wembley Event Day Protective Parking Scheme be considered at the next Highways Committee meeting. Councillor Wharton thought it would be beneficial to review how the scheme was publicised, bearing in mind the scheme was devised over 2 years ago and new residents

were arriving in the area. He also felt an interim report on the scheme at the next meeting would be useful. Councillor Colwill raised the issue of how enforcement would work where driveways were shared by more than 1 property.

The Chair stressed the importance of allowing the scheme sufficient time to operate in order to acquire thorough information on how the scheme was working. Members then agreed that an interim report updating Members on the scheme be considered at the next meeting.

RESOLVED:-

- (i) that the contents of the petition be noted; and
- (ii) that an interim report updating Members on the Wembley Event Day Protective Parking Scheme be considered at the next meeting.

8. **Petitions for Pedestrian Facilities in Willesden Green**

Phil Rankmore introduced the report detailing findings of investigations into requests for pedestrian crossings in Harlesden Road and Pound Lane. He advised the Committee that traffic and pedestrian crossing levels were fairly high for the section of Harlesden Road surveyed, although only 1 personal injury accident had been recorded in the last 3 years. However, Phil Rankmore stated that due to the need to accommodate bus turning movements into Peter Avenue, the usual solution to a location with high traffic and pedestrian activity and low accident rate, introducing a traffic island, was not physically possible. Therefore Members were advised that as there were no other pedestrian facilities in the area that the introduction of a zebra crossing would be the most appropriate measure.

Turning to the petition requesting a pedestrian crossing in Pound Lane, Phil Rankmore stated that a zebra crossing on the southern arm of the junction with Harlesden Road had recently been introduced as part of a safety scheme in order to address the 5 personal injuries that had been recorded along this stretch of road in the past 3 years. In addition, there were also 2 pedestrian islands located along this section of the road. The survey had revealed that most of the 38 pedestrians observed used the existing pedestrian facilities to cross the road. Phil Rankmore advised that because of the low level pedestrian movement recorded, the presence of existing pedestrian facilities and the absence of any pedestrian related incidents, it was felt that there was no need to introduce any further pedestrian facilities.

RESOLVED:-

- (i) that the contents of the petitions and the issues raised be noted;

- (ii) that a zebra crossing be installed on Harlesden Road by Peter Avenue;
- (iii) that no further action be taken in regards to the Pound Lane issue;
- (iv) that officers proceed with the design, consultation and implementation of the Harlesden Road crossing detailed in the report subject to satisfactory consultation; and
- (v) 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 order for the scheme proposed if there are no objections, or he considers the objections or representations are groundless or insignificant.

9. **Update on Anti-Social Behaviour and Temporary Gating at the Walking/Cycling Link between Chamberlayne Avenue/Edison Drive and Hirst Crescent**

Paul Fraser (Head of Civil Engineering, Transportation Unit) introduced the report updating Members on anti-social behaviour and gating options for the walking/cycling link between Chamberlayne Avenue/Edison Drive and Hirst Crescent. He drew Members' attention to the feasibility study that had been undertaken with regard to the gating option, including funding and legal factors. Paul Fraser stated that the Police and Anti-Social Behaviour Team had been consulted with regard to anti-social behaviour related complaints in the area. He advised Members that as anti-social behaviour complaints had significantly fallen, and because of the lack of funding available to implement any of the gating options considered, that it was recommended that the situation continue to be closely monitored. In addition, he suggested that staggered barriers be installed at each end of the link, modified to deter members of the public from sitting on them, and designed to deter motorcycle use but allow pushchairs, bicycles and wheelchairs to pass.

Chief Inspector Raj (Brent Police) was invited by the Chair to address the Committee. Chief Inspector Raj advised Members that the Safer Neighbourhoods Team had reported a considerable improvement in crime and anti-social activities since the last report at the December 2006 meeting of the Committee. Although there were a few incidences of young people loitering in the area, this was a nuisance factor rather than a criminal one. Chief Inspector Raj stated that the Police would continue to monitor the area and indicated that he was satisfied with the recommendations in the report.

Councillor Blackman, Ward Councillor for the area under discussion, felt that the proposed barriers would be ineffective against motorcycles if they were designed to allow pushchairs through. He also expressed concern that the barriers would attract people to gather and sit on the barriers.

During Members' discussion, Councillor Van Colle stated that Councillor Mendoza, also a Ward Councillor for the area under discussion, had concurred with Councillor Blackman's views that the barriers would become a gathering area, particularly for young people, following consultation with residents on the issue.

Members agreed to Councillor Van Colle's motion that recommendation 2.3 in the report relating to the introduction of barriers of the type as shown in Appendix 1 of the report be deleted.

RESOLVED:-

- (i) that it be agreed not to proceed with a gating order under Section 129A of the Highways Act 1980m but rather that the existing walking/cycling link be monitored;
- (ii) that crime and anti-social behaviour continue to be monitored and reported to this Committee if there is an escalation of issues; and
- (iii) that the petitioners and other residents be advised of the Committee's decisions.

10. Progress Report on Controlled Parking Zones Programme

Hossein Amir-Hosseini (Team Leader, Transportation Unit) introduced the report updating Members on the Controlled Parking Zones (CPZ) Programme and of the response to a petition from residents of Napier Road and Victor Road (CPZ Zone KR). Drawing Members' attention to the section of the report addressing the petition, the Committee was advised that the pay and display scheme requested was due for implementation in July 2007, subject to statutory consultation. A consultation was underway with regard to operational hours for CPZ Zone KR with the results to be reported at the next Committee meeting, whilst the issue of dog litter in the area had been raised with the Council's StreetCare department. Hossein Amir-Hosseini then drew Members' attention to the results of the consultations for CPZ Zones NT and KS and the recommendations made.

RESOLVED:-

- (i) that the outcome of the consultation with residents of Mulgrave Road and Park View Road as detailed in items 3.6 to 3.8 be noted and that Mulgrave Road and Park View Road be included in the reduced CPZ Zone NT scheme that is to be progressed to statutory consultation;

- (ii) that the outcome of the consultation with residents of Staverton Road be noted, as detailed in items 3.9 to 3.11 and that the CPZ proposals for Staverton Road be withdrawn; and
- (iii) that the Director of Transportation be authorised to consider objections and representations to the statutory consultation (mentioned within the Detail section of this report) and that he report back to Members if there are substantial objections or concerns raised, otherwise he be authorised to implement the scheme.

11. **Rights of Way Improvement Plan (ROWIP)**

Paul Fraser (Head of Civil Engineering, Transportation Unit) introduced the report on the Rights of Way Improvement Plan (ROWIP) that was required to be produced by November 2007 in accordance with the Countryside and Rights of Way Act 2000. Members were informed that the ROWIP's objectives included promoting and encouraging use of the rights of way network and that there was also a visionary aspect to the Plan with regard to the aim to ensure that the network was fit for purpose throughout the 21st Century. He then drew Members' attention to the details of the ROWIP as set out in the report.

RESOLVED:-

- (i) that the requirements for the production of a Rights of Way Improvement Plan for the London Borough of Brent be noted;
- (ii) that the vision statement and key objectives attached to appendix of the report be endorsed; and
- (iii) that officers be instructed to produce the Rights of Way Improvement Plan by the end of November 2007

12. **Date of Next Meeting**

It was noted that the date of the next meeting of the Highways Committee would take place on Tuesday, 10th July 2007 at 7.00 pm.

13. **Any Other Urgent Business**

None.

The meeting ended at 7.45 pm.

D BROWN
Chair