

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 25th September 2007 at 7.00 pm

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

Councillor V Brown also attended.

Apologies for absence were submitted on behalf of Councillors Colwill and Matthews.

1. Declarations of Interest

There were none.

2. Minutes of the Previous Meeting Held on 10th July 2007

In relation to Item 9 'Wembley Stadium Event Day Parking Controls', Councillor Van Colle raised a query with regard to accuracy. It was noted that he could not remember whether he had abstained from voting as had been indicated. It was also suggested that the resolution should have incorporated a comment to reflect that officers had agreed to try and enforce the parking control measures in a more user friendly way and show discretion when residents held events such as weddings and funerals. Councillor Van Colle also suggested that there should be less ticketing and it was noted that he had been lobbied by Dr Cohen of the Wembley Residents' Association who had suggested that ticketing was taking place too early.

In response to this Irfan Malik (Assistant Director, Environment & Culture) explained that the Committee had agreed for officers to continue to review the Protective Parking Scheme and report back to the Committee with their findings and any proposals. Irfan Malik updated the Committee on the progress of the review. It was noted that there had already been a meeting of officers to discuss the issue and a second meeting to include residents had been scheduled. The review would also address issues relating to visitors, for example when residents held weddings or funerals however it was noted that officers had been showing discretion in such situations.

With regard to ticketing, Irfan Malik stressed that tickets were only issued to illegally parked vehicles and expressed the view that it would not be possible to commit to issuing less tickets as it was not known what circumstances may arise. In response to concerns that ticketing was taking place too early on event days, Members were informed that tickets were only administered early in the day on occasions where residents alerted the Department to an illegally parked vehicle, as prescribed by the Traffic Order. Irfan Malik explained to Members that the Department held the view that there was no need to change the Traffic Order as it was appropriate for dealing with a wide range of circumstances. Acknowledging that the findings of the review would be reported back to

the Committee, Councillor Van Colle informed Members that Dr Cohen would like to address the Committee on this issue. It was noted that many residents would be interested in this issue and that they would need to be informed about when the report was likely to be presented. Irfan Malik informed the Committee that it was hoped this item would be presented at the next meeting in November. In view of this Councillor Wharton asked whether this would leave enough time for the Traffic Order to be changed before it is implemented. Phil Rankmore explained the timescales involved and it was noted that the Traffic Order would need to be in place in time for the first event of the next season which was likely to be in February or March 2008. The Committee were informed that the Traffic Order had to be implemented four months beforehand thus there may not be time to change it. However it was noted that the Transportation Unit held the view that the existing order was an appropriate one as it catered for all types of events and start times and it was also explained that Members could request for the Traffic Order to be modified. Councillor Van Colle emphasised the importance of ensuring that residents be consulted widely on any proposals.

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 10th July 2007 be received and approved as an accurate record.

3. **Matters Arising**

Petitions – Requesting Reduction in Number of Buses Travelling Down Staverton Road

The Chair asked whether Councillor Van Colle had had the opportunity to raise this issue raised in the petition with Transport for London (TfL). Councillor Van Colle explained that he had not yet been able to do so as he had not been provided with a document from Transportation that would enable him to do so. However he informed Members that there was a meeting scheduled for the 4th October and he could raise the issue then should a report be provided. Irfan Malik apologised for not having been able to provide a report sooner, however he explained that this was because he had been waiting for a meeting to take place with London Buses. It was noted that Irfan Malik would provide Councillor Van Colle with a report before he attended the meeting in October. Councillor Lorber also informed the Committee that he had raised this issue with Ken Livingstone, Mayor of London, during a meeting and it was highlighted that a key point raised had been the need to improve the bus service links to the interchange at Willesden Green.

Clarendon Gardens 20mph Zone and Experimental Gated Closure Review

Councillor V Brown asked for an update on the petitions relating to Clarendon Gardens. In particular it was asked whether St Johns Road was

being included in the area within which there was to be further consultation to investigate measures to prevent rat running. It was also asked how the consultation had been progressing and whether proposals would include the gate closure. In response Irfan Malik explained that the scheme was being reviewed and proposals from local residents were being looked into. It was noted that following this a suitable proposal would be identified and this would be discussed with the Ward Councillors. Consequently this would be consulted upon across the board before being presented to the Committee. Irfan Malik explained that it was unlikely this would take place in time for the next meeting. In response to the other queries it was explained that the re-consultation to investigate measures to prevent rat running in the area would incorporate St Johns Road and it was also confirmed that the new proposals would not include the gated closure.

4. **Deputations**

None.

5. **Petitions**

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

Request for a 20mph Zone in Lyon Park Avenue

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

“As local residents we are concerned about road safety in Lyon Park Avenue and the adjoining roads, and we call on Brent Council to create a 20mph Zone in the area as a matter of priority.”

Councillor V Brown, representing the petitioners, stated that residents of Lyon Park Avenue had expressed their concerns about safety on Lyon Park Avenue and the adjoining roads. It was explained that the road was a route to the nearby Lyon Park Primary School. Additionally there was an alleyway leading from Lyon Park Avenue to a footbridge and path that provided access to London Road and Copland School. With regard to the latter it was explained that residents were concerned about the safety of the secondary school pupils using this alleyway to get to and from school as they might not easily be seen from the road. Councillor V Brown also informed Members that residents had not felt that the speed humps on Lyon Park Avenue had done enough to reduce speed on the road.

It was noted that there was a report on the agenda addressing this petition under Item 6.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 6.

6. Petitions for a 20mph Zone in Lyon Park Avenue

Peter Boddy, Transportation Unit, presented the report before the Committee which provided a response to the above petition. The report outlined officers' investigations into the issue of road safety on Lyon Park Avenue in order to determine the extent of any existing problems in the area. The Committee noted that Lyon Park Avenue had become a rat run to by-pass the congestion on Ealing Road. Peter Boddy highlighted that a traffic survey had been taken in 2006 which had shown that the speed of traffic in both directions had been below the speed limit of 30 mph. Members were asked to note that statistics had shown a 64% reduction in personal injury accidents since traffic calming measures were introduced in 2004. It was also highlighted that of the three personal injury accidents recorded, none had excessive speeding as a contributing factor.

With regard to imposing a 20mph zone, Peter Boddy explained that by law these had to be self enforcing and therefore there would be a need for additional traffic calming measures. It was further explained that there was a limit to the number of schemes that the Council could introduce each year because of the associated costs. Peter Boddy expressed the view that in the context of the low level accidents in the area, in comparison to others under investigation, it was unlikely that Lyon Park Avenue would be made a priority. Councillor Lorber asked whether all 20mph zones had to be supported by additional traffic calming measures. In response it was explained that to help with enforcing 20 mph zones it would be beneficial to have additional calming measures in place. Councillor Van Colle also asked whether there was a trend towards to having 20mph zones around schools. Peter Boddy explained that it had been intended for this to be part of the Greater London Authority's policy, however the policy had not been taken forward due to limited funding. It was also noted that whilst Lyon Park Avenue was an access road to the school, Lyon Park Primary School was not actually situated on that road.

Peter Boddy informed members that the Transportation Unit would continue to monitor the level of accidents in the area and would revisit this issue were there to be a change to the situation. Acknowledging this Councillor Wharton proposed a motion to amend the recommendation to reflect that this issue would continue to be monitored by officers. Councillor Wharton's motion was agreed.

There followed questions about the alleyway leading to the footbridge over the railway. Phil Rankmore explained that there was often private property

on either side of an alleyway. This would often create an issue as garden hedges might be of a height that could obscure the view from the road, however the Council would not have the authority to instruct that the hedges be cut down. Phil Rankmore suggested that a possible solution could be for a guard railing to be constructed on the kerbside of the road directly opposite where the alleyway leads out onto the road. This would prevent a child from running out of an alleyway and straight into the road as the child would have to divert around the railing. Phil Rankmore informed members that officers could investigate this possibility.

RESOLVED:-

- (i) that the petition and the issues raised be noted;
- (ii) that the outcome of the officers' investigation of the petition as detailed in the report section 3.0 be noted; and
- (iii) that no further action should be taken on this matter at present. However officers should monitor the level of accidents on Lyon Park Avenue and if necessary review the traffic calming measures in place.

7. Review of Manor Drive Experimental One Way

Before the Committee was a report informing Members of the recent review of and consultation on the experimental one way on Manor Drive. Peter Boddy outlined the report and highlighted that a review of the scheme had shown that the average hourly flow along the road had dropped significantly. Members also noted that a re-consultation was undertaken in June 2007 and 76% of respondents were in support of the one way order. However Councillor Van Colle expressed concern about the low response rate.

RESOLVED:-

- (i) that the outcome of the review and consultation on the experimental one way be noted;
- (ii) that officers should proceed with making the one way order permanent; and
- (iii) that the Director of Transportation 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 to make permanent the experimental one way if there are no objections or representations, or should he consider the objections or representations to be groundless.

8. Section 106 Schemes 2007 / 2008

Mr Jack Sayers (Anson Primary School Governor and spokesperson for Cricklewood Community Forum) spoke on the s106 scheme for Anson Road. It was explained that there was an issue relating to dangerous manoeuvres as people often made a U turn outside the school. In view of this Jack Sayers asked whether a sign could be installed to deter people from doing so. Jack Sayers also raised an issue relating to Heber Road, noting that speed cushions had been put in place around 2005/2006. He explained that Heber Road was used for rat running and in view of this it was felt that "children crossing" signs should have been put up to encourage motorists to exercise care. Jack Sayers informed the Committee that such signs had not been put in place.

In response to the concerns raised, Irfan Malik informed Members that there had been a meeting with Anson Road residents to discuss issues. It was noted that the points raised by Jack Sayers would be taken to the residents' group for further discussion. Regarding a sign to prohibit U turns, Peter Boddy explained that this had already been considered. However as the sign would only relate to a single point it would be impossible to deter motorists from making a u turn further down the road. Councillor Lorber expressed the view that parents often raised issues relating to safety around the school run when they themselves at times contributed to the problem. Noting that this was an issue around the Borough, Councillor Lorber suggested that residents engage with their safer neighbourhood teams to help with tackling the issue. The Chair also suggested that school governors could play a role in educating parents around safe ways to get to school.

Peter Boddy then presented the report which served to inform Members about proposed Traffic Management measures in Anson road, Twyford Avenue, De Havilland Road, Craven Park Road, Willesden Lane and Apsley Way to be funded from developer contributions (Planning Section 106 agreements) to be progressed in the 2007/08 financial year. Peter Boddy outlined each of the six schemes and it was highlighted that Variable Message Signs were proposed for Craven Park Road, Anson Road and Willesden Lane. In response to Councillor Van Colle's question it was explained that the signs would cost between £2,500 and £3,000. It was asked whether two signs would be provided for Craven Park Road and in response Peter Boddy explained that they would try for two however this was dependent on whether further costs would be incurred due to having to put posts for the signs as opposed to using existing ones.

RESOLVED:-

- (i) that the programme of s106 schemes as detailed in the report be noted;

- (ii) that officers should proceed with the design, consultation and implementation of the schemes detailed in the report subject to satisfactory consultation ; and
- (iii) that the Director of Transportation proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections back to this Committee where he thinks appropriate or to implement the order if there are no objections, or he considers the objections or representations groundless or insignificant.

9. Date of Next Meeting

It was noted that the date of the next meeting of the Highways Committee would take place on Wednesday, 14th November 2007 at 7.00 pm.

10. Any Other Urgent Business

None.

The meeting ended at 7.37 pm.

D BROWN
Chair