

**MINUTES OF THE HIGHWAYS COMMITTEE**  
**Thursday, 27<sup>th</sup> March 2008 at 7.00 pm**

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

Councillors Dunwell and O'Sullivan also attended the meeting.

**1. Apologies for Absence**

None.

**2. Declarations of Interest**

Councillor Van Colle declared a personal interest in the Forty Avenue Bus Lane, Parking and Bus Stop Relocation report, Item 7 as a resident in the area concerned, however he did not feel this was a prejudicial interest so was present and voted on this item.

**3. Minutes of the Previous Meeting Held on 22<sup>nd</sup> January 2008**

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 22<sup>nd</sup> January 2008 be received and approved as an accurate record subject to the following amendments:-

1<sup>st</sup> paragraph, 2<sup>nd</sup> and 3<sup>rd</sup> line, page 7 to read:

“Councillor Dunwell suggested that Members should consider the issue of marked out parking bays across the whole of the area covered by the Wembley Event Day Protective Parking Scheme, including areas outside conservation areas where markings had not previously existed. He asked Members to give consideration to his and Dr Cohen’s suggestions which supported the requests made in a petition Councillor Dunwell had submitted with regard to this.”

**4. Matters Arising**

*Clarendon Gardens 20mph Zone and Experimental Gated Closure*

Councillor Van Colle sought an update regarding the removal of the experimental gated closure in Clarendon Gardens. In reply, Peter Boddy (Team Leader, Traffic Management Team, Transportation Unit) advised Members that the necessary legal orders were being processed and it was expected that the gated closure would be removed sometime in mid-May 2008.

*Wembley Stadium Event Day Parking Controls*

The Chair asked about the timescale for the implementation of changes to the Wembley Stadium Event Day Parking Control Scheme. Councillor Van Colle sought additional details with regard to a loading bay in East Lane and the provision of footway parking.

In reply, Hossein Amir-Hosseini (Team Leader, Transportation Unit) confirmed that the necessary Traffic Management Orders (TMOs) were being progressed and it was anticipated that the revisions would be in effect by 1<sup>st</sup> June 2008. Phil Rankmore (Head of Major Projects, Transportation Unit) confirmed that a TMO was being processed with regard to the loading bay in East Lane, however he added that no suitable location had been identified for a loading bay to accommodate particularly long vehicles. With regard to footway parking, he advised that any scheme would be limited by the funding available and because of the small allocation of funds allocated for such works, there was a need to identify high priority areas such as sections of Preston Road. Irfan Malik (Assistant Director [Streets and Transportation], Environment and Culture) confirmed that a letter would be sent to Councillor Van Colle providing further information with regard to the issues he had raised.

**5. Deputations**

None.

**6. Petitions**

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

**(a) Request for Traffic Measures In and Around Forty Avenue**

This petition, submitted by the Barn Hill Residents' Association (established 1988) stated the following:-

“This is a petition to the Council regarding the proposed scheme that they wish to bring in regarding parking on the Grand Parade. We are very concerned that this scheme does not address the problem of drivers using Corringham Road and Grendon Gardens as a rat-run. We are asking the Council to consider two alternatives, which we believe could put an end to this nuisance.

- (a) To make Corringham Road no entry from Forty Avenue
- (b) To bring in a no left turn from Forty Avenue into Corringham Road for traffic travelling towards the Grand Parade traffic lights.”

Councillor O'Sullivan, representing the petitioners, stated that he was also representing the views of both residents and traders and had consulted extensively with Barn Hill residents over the last 18

months. Councillor O'Sullivan suggested that a number of vehicles using the free parking spaces were not those of visitors to the local shops and that therefore some form of parking control would benefit to the local businesses. However, he felt that parking facilities should be available to local shoppers and therefore he supported restricting parking at certain times.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 7.

(b) **The Avenue/Forty Avenue – Against the Proposed New Bus Lane and Amended Parking Arrangements Along Wembley Avenue, Created September 2007, drawing TM2309 Brent Council Consultation October 2007**

This petition submitted by Councillor Dunwell and the Queensbury Area Residents' Association Group of Associations including Barn Hill Residents (and traders) Association (2004) stated the following:-

"We, the undersigned, consider it important to protect our local shopping areas and use of such by residents and others and we:-

1. Object strongly to the parking provision being any form of 'Pay and Display.'
2. Require parking provision to be that of un-metered, free 1 or 2 hours parking within all the bays/parking areas as shown, especially those 21 spaces, to serve the shops, outside the proposed bus lane. (As it is elsewhere in the locality).
3. Do not agree with the introduction of a bus lane; do not want it
  - 3.1. If introduced, bus lane operational hours to be reduced significantly
  - 3.2. In any case, parking in any proposed bus lane in this area, during daily non bus lane hours, should be unrestricted.
4. We also require and give permission for Mr R Dunwell to speak for and represent us on this matter and all related matters.

"We, the undersigned, having experienced the new traffic calming measures, and the installation of the gate on the intersection of Clarendon Gardens and Castleton Avenue, affirm that we are pleased with the new arrangement, and would like it to be permanent."

Councillor Dunwell, representing the petitioners, stated that their main concern was with regard to the proposal to replace the existing

free parking with a pay and display scheme, especially as the current free parking arrangements in Forty Avenue had been a success and residents wanted this arrangement to continue, whilst the same was also applicable to the free parking currently available in Bridge Road. Councillor Dunwell had understood that there had been an agreement for free parking across along Bridge Road to continue and most traders along this road had supported this by signing the petition. He felt that if the bus lane was to go ahead along Forty Avenue, then parking should be unrestricted or free for a 2 to 3 hour period outside of the bus lane's operational hours. Councillor Dunwell was against the idea of a no left turn at Corringham Road as he felt this would disrupt traffic flow. Councillor Dunwell concluded by stressing that free parking was not a new concept and that it would be of benefit to local businesses that relied on trade from customers arriving by car and who were already suffering as a result of the parking restrictions that had been in place since Wembley Stadium had opened.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 7.

(c) **Against Bus Lane Scheme in Dudden Hill Lane**

This petition submitted by Willesden & Dudden Hill Association stated the following:-

"We the undersigned residents and traders living and working on and off Dudden Hill Lane and Willesden High Road, hereby wish to convey our concerns in the strongest possible terms over the unnecessary implementation of a bus lane running on Dudden Hill Lane.

We believe that the bus lane to be dangerous and a safety risk which has also been confirmed by the local constabulary. The bus lane is also creating excessive congestion to local residents.

The Dudden Hill Community Centre has for several years been a venue for the elderly and disabled people of Brent to meet for various activities. Having this bus lane implemented right outside has caused extreme difficulties for these people use the centre by being unable to be dropped off and picked up outside the centre.

We ask for the immediate removal of the bus lane and the establishment of normal road markings."

Jugal Mehta, representing the petitioners, circulated copies of his speech on the agreement of the Chair. Jugal Mehta introduced himself as the Chairman of the Neasden Nai Centre and informed Members that he was representing the Centre's views, along with the Dudden Hill Community Centre, local residents and traders. Amongst the key points he raised, he asserted that 80 per cent of parking spaces had been lost as a result of the implementation of the bus lane in Dudden Hill Lane. He felt that the scheme disadvantaged and caused disruption to visitors to the area, especially people with disabilities and older people who visited the Centres. In addition, the scheme compromised the safety of children who attended the Saturday School at the Neasden Nai Centre. Members heard that the existing parking spaces, which were used throughout the day, presented difficulties for buses travelling in and out of the bus lane meaning that the scheme was not achieving its objectives. Jugal Mehta also suggested that the disabled parking pay proposed in Villiers Road in the report was unsuitable because of the distance that existed between it and the Centres. Jugal Mehta invited Members to a site visit of the area and he concluded by requesting that the bus lane and all parking restrictions be removed on Dudden Hill Lane immediately.

RESOLVED:-

that the contents of the petition be noted.

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

#### **7. Forty Avenue Bus Lane, Parking and Bus Stop Relocation**

Peter Boddy introduced the report and outlined the current parking arrangements along Forty Avenue and previous proposals regarding bus priority schemes as described in the report. He then drew Members' attention to the results of the consultation and the proposals as shown in the appendices of the report.

During discussion of this item, Councillor Van Colle enquired whether the proposals had taken into account the likely impact on traffic once the City Academy along Bridge Road opened. He expressed concern that the majority of those responding to the consultation were against the proposals, in particular that of introducing pay and display and he stressed the need to take their views into account. Councillor Van Colle referred to a meeting of the Overview and Scrutiny Committee from the previous night which had discussed whether providing free parking could help the regeneration of town centres and he felt further discussion with regard to a policy on this would be beneficial. He suggested that removing free parking could dissuade potential shoppers, although he welcomed the additional parking spaces that the scheme as proposed would provide. Councillor Van Colle felt that no left turn at Corringham Road could be a

solution to rat running and he sought officers' views on the likely effectiveness of this measure.

Councillor Wharton sought confirmation that parking meters would be located next to the proposed bus lane. He also asked what changes had been made as a result of consultation and discussion with the residents' associations. Councillor Colwill commented that a free parking scheme introduced in Kenton had led to bays being used by the same vehicles for long periods, resulting in requests for a pay and display scheme to be introduced. He also stated that it was becoming increasingly difficult to find spaces to park along Preston Road, where there was also a free parking scheme in place and he therefore felt that the recommendations in the report to introduce a pay and display scheme in Forty Lane were prudent.

In reply to the issues raised, Peter Boddy stated that there were no specific measures proposed at this stage to accommodate the anticipated additional traffic when the City Academy opened, although he understood that the City Academy would provide its own parking facilities. He advised that a 'No left turn' at the junction with Corringham Road would be implemented if it received majority support in the consultation. Peter Boddy confirmed that short term pay and display machines would be installed next to the proposed bus lane. Members noted that the bus lane proposals had been given greater flexibility and additional parking spaces and the relocation of the bus stop had been proposed as a result of the consultation.

**RESOLVED:-**

- (i) that the results of the consultation carried out by officers be noted;
- (ii) that the measures detailed in Section 3.13 for implementation be approved subject to the approval of £219,000 funding through the Transport for London 2008/09 Capital Programme;
- (iii) that the implementation of measures detailed in Appendix C be approved subject to successful consultation and approval of funding through the Transport for London 2008/09 Capital Programme; and
- (iv) 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 back to this committee where he thinks appropriate or to implement the orders if there are no objections, or he considers the objections or representations are groundless or insignificant.

## 8. **Petition – Dudden Hill Bus Lane**

Hossein Amir-Hosseini (Traffic Management Section, Transportation Unit) introduced the report, stating that the bus lane in Dudden Hill Lane has made bus travel more convenient, reliable and reduced delays for bus routes 226 and 302. He then drew Members' attention to the detail in the report, including the requests made in the petition and details of the consultation undertaken prior to the implementation of the scheme on 22<sup>nd</sup> August 2007 and funded by Transport for London (TfL). Hossein Amir-Hosseini advised the Committee that as the bus lane was a new scheme, it would be subject to both monitoring including considering comments from residents and traders, and to a stage 3 safety audit and this would be reported by the end of March 2008. Members noted that any changes to the scheme would take a minimum of 6 months to implement as amendments to the Traffic Management Order (TMO) would be required.

Hossein Amir-Hosseini then highlighted the response to the petitioners, including plans to carry out journey time surveys following the completion of modification works at the junction of Burnley Road. Meanwhile, consultation with bus operators had identified increasing passenger use on bus route 302 since the scheme had been introduced. In further responses to the petitioners' requests, it was proposed that negotiations with London Buses take place to halt bus lane operational hours on Sundays and that a disabled parking bay be introduced in Villiers Road.

Tony Antoniou then addressed the Committee and expressed support for the petition that had been submitted. He felt that the scheme was unfair as he asserted that 40% of the traders' income had been affected following its' introduction, even though traders made significant business rate contributions. Tony Antoniou stated that the police were against the scheme and bus drivers had also supported the petition. He also felt that signage of the scheme gave insufficient warning of the bus lane, whilst the bus lane also increased the possibility of accidents at a sharp bend situated along this stretch of Dudden Hill Lane. He concurred with Jay Mehta that the proposed disabled parking space was too far from the centres and he felt this was discriminatory to disabled persons.

During Members' discussion, Councillor Colwill suggested that a traffic impact study should be undertaken, considering its effects on local businesses and the fact that the number of buses increasing. He noted the practical difficulties posed to disabled persons since the introduction of the bus lane scheme, stating that every effort should be made to make things more convenient for them and that this should be taken into account. He felt that any decision should be deferred, or if the results of the monitoring and safety audit suggested that the bus lane was proving detrimental to residents and traders, that it should be removed if this was possible.

Councillor Wharton commented that deferring a decision would not be beneficial, as it would delay the possibility of removing the bus lane

operational hours on Sundays and also the introduction of the disabled parking space, which, though not ideal, at least offered an option for disabled persons. He suggested that the scheme be reconsidered following the completion of modification works at the junction of Burnley Road when a clearer picture of the situation would emerge.

Councillor D Brown, in acknowledging that the Dudden Hill Community Centre was particularly concerned about access to its site on Saturdays, asked if it was possible to make additional representations to TfL to remove the operational hours of the bus lane on Saturdays. Councillor D Brown stated that officers would be able to visit the site to consider the issues that had been raised and that should the bus lane scheme be seen to be not achieving its objectives, then it would be re-considered by the Committee.

Councillor Van Colle enquired whether Dudden Hill Lane area was in a Controlled Parking Zone (CPZ) and expressed concern that the bus lane had on traders' business. In noting that the bus lane was at least only operational during rush hours, he enquired if there were any other measures that could be considered to help traders and asked if there was a reasonable chance that TfL would agree to remove the bus lane operational hours for Saturday. He asked if the monitoring would take into account the effects it had on traders' businesses.

In reply to Members' comments, Hossein Amir-Hosseini stated that an additional case for removing the bus lane operational hours on Saturdays would also be raised with TfL, however he advised that it would be difficult to obtain TfL's agreement on this. He acknowledged that the proposed disabled parking space was not very convenient for visitors to the Centres, however he advised that this was the closest safe space presently available. He confirmed that a CPZ was in place in the Dudden Hill Lane area, although it was not in operation on Sundays. Hossein Amir-Hosseini advised that the bus lane was not permanent at this stage whilst monitoring continued.

Phil Rankmore added that the first 2 stages of the safety audit had been undertaken and Jugal Mehta's concerns had been fed into the monitoring process. If stage 3 of the safety audit, which would also involve input from the police, had identified that accidents were occurring on a regular basis, then modifications could be considered, which if significant in nature, would be brought back to the Committee. Phil Rankmore advised that a traffic impact survey would focus on effective use of the bus lane and how it impacted upon traffic movement. He also advised Committee that there were parking restrictions in Dudden Hill Lane before the bus lane was introduced.

Irfan Malik stated that a number of safety audits had been undertaken to identify a disabled parking space which determined that the space proposed was the only viable option, however he added that officers would be willing to consider any alternative suggestions from residents. He



advised Members that disabled persons could park in Dudden Hill Lane outside the bus lane's operational hours. Members noted that officers were obliged to consider bus use on roads, especially in light of the increasing number of passengers who used this mode of transport, which was particularly high in Brent. Irfan Malik stressed the need to strike a balance between the various road users, residents, businesses and visitors to the area during the course of the review of the bus lane scheme and stressed that views expressed would be presented to TfL. He added that time needed to be given for the full review to take place before any further action was considered.

Councillor Van Colle then suggested that the Overview and Scrutiny Committee be requested to consider the impact of bus lanes on regenerating town centres in its future work programme. He formally moved this as a motion which the Committee then agreed to.

**RESOLVED:-**

- (i) that officers be instructed to negotiate with London Buses for the bus operating hours to be reduced from Monday - Sunday to Monday – Saturday 7am- 10am and 4pm to 7pm;
- (ii) that officers be instructed to implement a Disabled Person Parking Bay opposite 202 Villiers Road subject to satisfactory statutory consultation; and
- (iii) that the Overview and Scrutiny Committee be requested to consider the impact of bus lanes on regenerating town centres in its future work programme

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

Hossein Amir-Hosseini introduced the report and drew Members' attention to the results of the consultations that had been undertaken. The Committee also noted possible future Controlled Parking Zone (CPZ) schemes and reviews and the funding available for these. Hossein Amir-Hosseini advised Members of an amendment to recommendation 2.1 in the report and circulated the revised wording to the Committee which proposed that Fernbank Avenue's CPZ operational times remain Monday to Saturday, 8.00am to 6.30pm.

Yasir Hai, a resident, commented on the CPZ scheme zone SH in Fernbank, Rosebank and Maybank Avenues, and with the agreement of the Chair, submitted a petition in respect of this. Yasir Hai queried the results of the consultation of zone SH where the report had stated that the majority of residents wished the operational times to be reduced from Monday to Saturday to Monday to Friday, 8.00am to 6.30pm. He referred to question 2 in Appendix A of the report, which showed that more residents were satisfied than dissatisfied with the current arrangements.

Yasir Hai continued that residents of Fernbank and Rosebank Avenues were experiencing parking problems ever since Maybank Avenue had been included in zone SH. He felt that only Maybank Avenue residents supported the CPZ operational times to be reduced to Monday to Friday and therefore he suggested that there be separate CPZ zones for Fernbank/Rosebank Avenues and Maybank Avenue. Yasir Hai requested that officers undertake a site visit with residents to investigate the issue.

Jeffrey Pereira stated that he was representing residents of Staverton Road who had signed a petition requesting that parking restrictions be introduced in the road. He commented that as Staverton Road was the only road in the vicinity without parking restrictions, that vehicles in the area were using the road to park thus putting pressure on parking spaces. In addition, residents' driveways were being blocked by parked vehicles and such situations often led to angry confrontations which Jeffrey Pereria feared could eventually result in violence. Jeffrey Pereria also asserted that vehicles were being dumped along the road. He requested that parking controls be introduced to Staverton Road as soon as practically possible.

Ewa Robertson, a resident of Staverton Road, felt that the main cause of the problems for the road were due to an excessive number of buses using it which resulted in excessive congestion, increased noise, damage to vehicles and compromising safety. She stated that there had been a number of meetings with TfL with regard to this issue. Ewa Roberston commented that although she was not necessarily against some form of parking control, the issue of excessive bus use should be addressed first and she hoped that the Council could support this cause. She added that making Staverton Road one way may help reduce the problems being experienced.

In response to the issues raised by residents, Hossein Amir-Hosseini confirmed that there had already been meetings and site discussions with Yasir Hai in respect of CPZ zone SH. He advised Members that the results of the consultation overall showed majority support to reduce the operational times to Monday to Friday, however Fernbank Avenue had shown majority support for retaining the current times and therefore he suggested that these could remain in place for this road.

Phil Rankmore acknowledged that the problems relating to Staverton Road had existed for some time and that although a request to re-route Bus Route Number 6 had been successful, issues relating to traffic flow and parking continued. Members heard that the Council would continue to support residents to get other bus routes removed from Staverton Road, however London Buses had so far resisted and they were also against proposals to make the road one way. Phil Rankmore commented that buses had recently been diverted via Sidmouth Parade due to road works and he felt that this could be used as leverage to prove that buses could be re-routed by this route on a more permanent basis. He also stated that

Staverton Road was experiencing displacement parking due to it being the sole road in the vicinity without parking restrictions and he stated that consultation with regard to introducing such controls could be undertaken in future.

Members then discussed the various issues involved. The Chair confirmed that the Council would continue to support residents with regard to Staverton Road, stating that they would make representations to Mayor of London if necessary. The Chair felt that the results of the consultation of CPZ zone SH did not show decisive support to either retain or change the operational times and therefore he suggested that the current arrangements remain in place and that there be a further review within 12 months. He added that ward councillors would be happy to meet with residents with regard to this issue. Councillor Wharton supported the Chair's suggestion, commenting that the roads nearer to Sudbury Station were more likely to experience parking problems and therefore would probably desire a longer operational period.

Members then agreed to the Chair's amendment to recommendation (i), that the current operational days and hours for CPZ zone SH remain the same and that they be reviewed within 12 months.

**RESOLVED:-**

- (i) that the outcome of the review consultation with residents of Zone SH CPZ, as detailed in paragraphs 3.1 to 3.4, be noted, and it be agreed that the current Operational days and hours of the Zone remain the same and that these hours be reviewed within 12 months;
- (ii) that the Director of Transportation be authorised to consider objections and representations during the statutory consultation mentioned within the detail section of this report and that the Director of Transportation report back to members, if there are substantial objections or concerns raised, otherwise he be authorised to implement the schemes; and
- (iii) that the programme of works as set out in paragraph 3.5 for the financial year 2008/2009 be approved.

**10. Transport for London Capital Approved Programme 2008/2009**

Phil Rankmore introduced this item, stating that this was a report produced annually. He confirmed that TfL had announced an allocation of around £4.5 million funding for 2008/2009, although additional funding from the 3 sub-regional partnerships was likely to increase the total funding to around £8 million. Members noted that TfL's allocation to Brent was the 12<sup>th</sup> highest out of the 33 London boroughs, which reflected the Council's good working relationship with TfL and its excellent track record for delivering its'

annual Capital programme. Phil Rankmore then drew Members' attention to the breakdown of funds for specific projects.

Councillor Van Colle enquired whether a local safety scheme was planned for Forty Avenue, stating that there had been a recent fatality, whilst the road was also in poor condition and in need of resurfacing.

In reply, Phil Rankmore advised that local safety schemes were proposed following inspection of accident rates and that although there were no design proposals at this stage, appropriate measures would be introduced to Forty Avenue following the necessary surveys and consultation. He added that resurfacing by the pedestrian crossing along Forty Avenue could be considered to address speeding.

**RESOLVED:-**

- (i) that the TfL Capital allocation of £4,535,000 and other funds allocated to Brent through Strategic Partnerships including the Park Royal Partnership (PRP), the West London Transport Partnership (WestTrans) and the North Orbital Rail Partnership (NORP), be noted;
- (ii) that the Director of Transportation be instructed, subject to compliance with the Council's contract 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 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 and otherwise to refer objections or representations to the Committee for further consideration.

**11. Date of Next Meeting**

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

12. **Any Other Urgent Business**

None

The meeting ended at 8.52 pm.

D BROWN  
Chair