

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 20th January 2009 at 7.00 pm

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

An apology for absence was received from Councillor Detre.

Councillors Anwar, Dunwell, Gupta, Hirani, Jones, Leaman, Long and Powney also attended the meeting.

1. Declarations of Interest

There were none.

2. Minutes of the Previous Meeting Held on 12th November 2008

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 12th November 2008 be received and approved as an accurate record, subject to the following amendments:-

Page 1, under 'Declarations of Interest', 2nd paragraph, amend to read:-
"Councillors Detre and Van Colle declared personal interests in an organisation based in the Preston Road area."

Page 3, final paragraph, amend 1st line to read:-
"Louise McLean read out a written submission on behalf of Ewe Robertson which alleged that the consultation was flawed and undemocratic."

3. Matters Arising

Buses travelling along Staverton Road

In reply to a request for an update from the Chair, Phil Rankmore (Head of Special Projects, Transportation Unit) advised Members that the outcome of a request to divert some bus routes via Willesden Green was awaited an update with regard to this issue would be provided at the next meeting. Councillor Van Colle added that the Chair and he had raised this issue at a meeting with Transport for London (TfL), who had received requests to review a number of bus routes from other London boroughs.

Controlled Parking Zone Scheme in Park View Road

Councillor Gupta, speaking in his capacity as a ward councillor, confirmed that he was representing the views of the residents of Park View Road. He stated that the majority of residents of this road were against the Controlled Parking Zone NT (CPZ) scheme and that they wished for the scheme to be

removed at the earliest opportunity, or that a re-consultation of CPZ NT be undertaken for their road.

In reply, Phil Rankmore stated the original consultation for CPZ NT had shown majority support for such a scheme in Park View Road and Mulberry Road, hence the implantation of the scheme to these roads. Since then, a review of the scheme had been undertaken and a breakdown of the results on a street by street basis had been provided to Members. The review had shown that most roads, including Mulberry Road, were overall in support of the scheme, whilst only Park View Road had shown majority support against. Phil Rankmore advised that removing a single road from a CPZ would be an unusual step as it was likely the road would soon experience displacement parking from roads which remained part of the scheme. In addition, considerable expense would be incurred in removing the Traffic Management Orders (TMOs), road markings and signage and that it would take at least 6 months for operation of the CPZ to cease.

During discussion, Councillor Wharton sought further details of the costs involved if Park View Road was removed from the CPZ. Councillor Van Colle enquired when the next report with regard to Park View Road would be presented to Committee. The Chair asked if Park View Road was included in the Wembley Stadium Event Parking Protection Scheme (PPS).

In reply, Phil Rankmore advised that removal of the TMO and signage would be approximately £10,000. He confirmed that there were more road markings and signage for Park View Road than those roads in the Wembley Stadium Event PPS and that a report including the issue of the CPZ in Park View Road would be presented at the next meeting.

4. **Deputations**

None.

5. **Petitions**

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

(i) **Petition Against the Kingsbury Road Local Safety Scheme**

The Committee considered the written representation circulated to Members that was submitted by Mrs Julia Day, representing the views of the petitioners. Some of the key points in the written representation included its opposition to narrowing Kingsbury Road as it would not be effective in reducing traffic speed and could increase the chances of head-on collisions. It was suggested that introducing speed cameras would be the only effective way to reduce speeding in this road. A request was also made to extend the westbound double lane proposal towards West Court and to add

a 'No Waiting at Any Time' sign. Members also considered other suggestions with regard to parked coaches and also pedestrian crossings and the junction at Roe Green.

RESOLVED:-

that the contents of the petition be noted.

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

(ii) **Petition for Pedestrian Crossing on Pound Lane**

Councillor Jones, speaking in her capacity as the ward councillor and to represent the petitioners, welcomed the recommendations in the report and stated that the wider safety issues that were intended to be addressed in the proposals were likely to receive the support of local residents.

RESOLVED:-

that the contents of the petition be noted.

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

(iii) **Petition for Pedestrian Facilities in Woodcock Hill**

Mr John Abosede, representing the petitioners, stated that this was the second petition that had been submitted with regard to this issue and that it contained over 2,000 signatures. He commented that during a recent discussion, whilst officers had mentioned speed bumps, he queried why they had not referred to proposals for a zebra crossing.

RESOLVED:-

that the contents of the petition be noted.

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

(iv) **Petition for Traffic Signals at the Harrow Road/Wrottesley Road Junction**

Councillor Powney, speaking in his capacity as the ward councillor and to represent the petitioners, advised that the petition contained 106 signatures. He stated that the area was heavily used by pedestrians and welcomed the briefing note on this item confirming that traffic signals which would be introduced before the end of the financial year 2008/09. He stressed the need for swift

implementation in view of the fact that it was not introduced the previous financial year, despite the Council's intentions.

RESOLVED:-

that the contents of the petition be noted.

(v) **Petition from Residents of Larch, Mora, and Pine Roads to Upgrade the Footway in their Streets**

Councillor Leaman, speaking in his capacity as a ward councillor, confirmed that he was representing the views of the petitioners. He stated that the roads and footways were in poor condition in these streets, whilst some temporary repairs that had been undertaken were already showing signs of deterioration. He welcomed the streets inclusion in the borough wide condition surveys, suggesting that Cedar and Ivy Roads also be included and he hoped that all these roads would be included in the 2009/10 Renewal Programme. Councillor Leaman requested that a site visit take place between ward councillors, residents and officers to discuss the condition of the roads and footways and added that he felt these roads should be prioritised as the petition had been submitted back in August 2008.

RESOLVED:-

that the contents of the petition be noted.

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

6. **Petition Against the Kingsbury Road Local Safety Scheme**

Councillor Dunwell, as a Member who had received the consultation papers in respect of the scheme and the involvement of the Queensbury Area Residents' (QARA) Association Group of Associations with regard to this issue, of which he was Chair, spoke in support of the formal written objections previously raised by him and the QARA Group of Associations and also in support of the petition. He confirmed his opposition to any narrowing of Kingsbury Road and cited contradictions in the police's responses in the report, who had been identified as supporting the scheme despite Gary Pidgeon of the Metropolitan Police being quoted as stating that there were not enough accidents in the study area to justify traffic calming or speed reduction measures. In addition, approximately 50% of accidents occurred at night when traffic flow was small and Councillor Dunwell suggested that therefore the measures proposed for the Local Safety Scheme would have little effect. He commented that there was no evidence to support the assertion that the scheme would not affect journey times and many motorists already experienced frequent delays in the current configuration. Furthermore, he did not think the Department for Transport would support the Council's findings. Councillor Dunwell felt that

the Council needed to consider the impact upon traffic volume that would occur as a result of the large new housing developments that were to be built in the Wembley Area. In addition, he did not think that the traffic lights situated at the junction with Church Lane would be able to cope with additional traffic. Councillor Dunwell suggested that the TfL reports contradicted officers' comments with regard to regeneration and planning developments and that the Planning Service was expected to play a major role with regard to satisfactory travel plans being agreed.

Peter Boddy drew Members' attention to the report including details of the consultation undertaken, the scheme itself and the recommendations.

During discussion, Councillor Van Colle commented that although he supported the Local Safety Scheme in principal, he felt that other measures to support the scheme should be considered and further consultation undertaken. In particular, he suggested that consideration should be given to a de-cluttering exercise, which had proved most effective in the London Borough of Kensington and Chelsea whilst also being environmentally friendly. He suggested that TfL be approached to see if they would consider funding for such a scheme and that retention of traffic lights would slow traffic speed and enhance the effectiveness of this measure. In addition, improving lighting should also be considered to improve safety. On a broader level, Councillor Van Colle commented that the large scale regeneration of the area and its impact upon traffic flow should be considered.

Councillor Colwill commented that parked vehicles in Kingsbury Road often caused problems with traffic flows and he felt that the majority of accidents could be attributed to motorists' attention being compromised by the various road features and signage. He indicated his support to Councillor Van Colle's suggestion that other measures be considered and further consultation be undertaken.

Councillor Wharton felt that speeding along this road was fairly widespread and in view of the number of schools and child pedestrians in the area, such occurrences were particularly unsatisfactory. As the road linked 2 shopping areas, traffic was frequently disrupted by vehicles parking or emerging from parking spaces and therefore he felt that reducing the road to 1 lane in each direction would not affect the overall traffic capacity. With regard to the number of accidents occurring during hours of darkness, Councillor Wharton commented that peak hours of traffic in winter would coincide with these times.

In reply to the issues raised, Irfan Malik (Assistant Director, Streets and Transportation, Environment and Culture) advised that the de-cluttering exercise referred to by Councillor Van Colle was only effective in low speed areas and would be more appropriate for town centres. He confirmed that the formal police response supported the scheme. He also expressed

concern that funding would be lost if the scheme was not introduced during this financial year.

Peter Boddy concurred with Irfan Malik's comments that a high speed road like Kingsbury Road was not appropriate for a de-cluttering scheme. He advised that the scheme proposed would slow traffic speed by giving a visual appearance of narrowing the road and such schemes had been effective at reducing speed in the past. Members noted that the road was not actually being narrowed, but road space was merely being reallocated and formalised parking spaces provided.

Phil Rankmore added that a 2 lane approach often led to vehicles using all the road spaces at roundabouts. By reducing the road to 1 lane, it was anticipated that this would reduce speed which could increase traffic capacity and Members noted that higher speed traffic was sometimes responsible for decreasing traffic capacity. Furthermore, there was already considerable parking occurring on both sides of the road. With regard to regeneration, Phil Rankmore advised that it was the developers' responsibility to mitigate the impact of their schemes and many schemes were in any case largely dependent on public transport use.

Councillor Van Colle then moved an amendment to recommendation (ii), to read "that implementation of a modified Local Safety Scheme be agreed and that the petitioner be advised of this", and to recommendation (iii), to read "that officers consider a London Borough of Kensington and Chelsea style local safety scheme and to submit a bid to TfL for funding of such a scheme". This was put to the vote and declared lost.

Members then voted on the recommendations as set out in the report. Councillors Colwill and Van Colle indicated that they wished it to be recorded that they voted against the recommendations.

RESOLVED:-

- (i) that the contents of the petition and the issues it raised be noted;
- (ii) that implementation of the modified Local Safety Scheme be agreed and that the petitioner be advised of this; and
- (iii) 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 order if there are no objections, or he considers the objections or representations are groundless or insignificant.

7. Petition for Pedestrian Crossing on Pound Lane

Councillor Anwar, speaking in his capacity as the ward councillor, endorsed the comments made by Councillor Jones and from a letter submitted by Councillor Sneddon. He stated that he would continue to support residents' concerns regarding safety issues of a busy road until the appropriate measures were in place, adding that Councillor Sneddon and he had submitted a petition previously in support of such measures.

Members then considered the written representation circulated at the meeting and read out by the Chair on behalf of Councillor Sneddon, acting in his capacity as a ward councillor, supporting a local safety scheme and a pedestrian crossing for the area.

Phil Rankmore drew Members' attention to the recommendations as outlined in the report. In reply to a query from Councillor Colwill, Phil Rankmore advised that he could not comment on whether the details of the Local Safety Scheme proposed for the area would include a 20 mph zone scheme at this stage as further investigation was required and he agreed to provide further details to Councillor Colwill once there were firm proposals in place.

RESOLVED:-

- (i) that the contents of the petition and the issues it raised be noted; and
- (ii) that it be agreed that the need to improve pedestrian safety and accessibility along Pound Lane be addressed as part of the 2009/10 Local Safety Scheme, subject to the subsequent approval at a meeting of this Committee of the 2009/10 Transportation Unit Capital Programme.

8. Petition for Pedestrian Facilities in Woodcock Hill

Peter Boddy introduced the report and outlined the surveys that had been undertaken. He advised that the road was heavily used, with an average traffic speed of around 30 mph and that a number of heavy vehicles used it. In addition, there had been 18 personal injury accidents in the past 3 years, although only 1 involved pedestrians. However, it was obvious that there were safety concerns and Peter Boddy agreed that a zebra crossing at Abercorn Gardens was desirable and that the issues raised regarding pedestrian safety would be addressed as part of the Shaftesbury Avenue 20mph Zone Scheme. Public consultation of the scheme would commence in January/February 2009 with a view to the scheme being implemented the following financial year. Amongst the proposals were for 4 new or improved pedestrian facilities near Mount Stewart School.

During discussion, Councillor Colwill felt that there was a need for a zebra crossing in the area, however he questioned whether speed humps would represent a cost-effective solution to the problems being experienced.

Councillor Van Colle sought assurance that the consultation would provide the opportunity for residents to reject the scheme.

In response, Phil Rankmore advised that the speed of traffic on the roads surveyed meant that physical measures were needed to address this issue. Members noted that a zonal approach to the scheme would be proposed in order to prevent displacement of traffic to other roads and each road would be given the option as to whether they wished to be part of the 20 mph scheme. Phil Rankmore confirmed that the consultation would give the opportunity for residents to either approve or disapprove the proposals.

Councillors Colwill and Van Colle indicated that they wish it be recorded that they voted against the recommendations.

RESOLVED:-

- (i) that the contents of the petition and the issues it raised be noted; and
- (ii) that it be agreed that the need to improve pedestrian safety along Woodcock Hill be addressed as part of the 2008/09 and 2009/10 20mph Zone Scheme.

9. **Petition for Traffic Signals at the Harrow Road/Wrotesley Road Junction**

Members noted a written representation from Councillor Joseph in her capacity as a ward councillor which expressed support for the petition and also requested that filter lights be added to the traffic lights.

Peter Boddy introduced the briefing note and confirmed that funding had been secured to introduce traffic lights before the end of the financial year 2008/09. He advised that TfL had not accepted the introduction of filter lights and therefore these would not form part of the scheme.

Councillor Colwill expressed his support for the proposals which followed residents' wishes.

RESOLVED:-

that the briefing note on the petition for traffic signals at the Harrow Road/Wrotesley Road Junction be noted.

10. **Petition from Residents of Larch, Mora and Pine Roads to Upgrade the Footway in their Streets**

Phil Rankmore introduced the report and explained that a number of requests for surface renewals were made each year. A condition survey was conducted independently to determine prioritisation of roads for

inclusion in the Renewal Scheme and he confirmed that the roads listed in the petition would be included in the survey. Members noted that the Renewal Scheme would be presented to the Executive in March 2009.

Irfan Malik advised that as the Renewal Scheme was decided in March of each year, the roads included in the petition would not be eligible for inclusion in the scheme until March 2009 regardless of when the petition had been submitted during this financial year. Members heard that the condition survey involved a robust inspection of all roads, whilst any urgent issues identified for these roads would also be addressed.

During discussion, Councillor Matthews commented on the poor condition of some footways and roads which presented difficulties for wheelchair users in particular and she supported the idea of a site visit between officers, residents and ward councillors. Councillor Van Colle raised the issue of objectivity in the roads that were prioritised in the Renewal Scheme. Councillor Colwill asked if site visits involving residents, officers and ward councillors were regularly undertaken where any petition had been received on Transportation issues.

In reply, Irfan Malik assured Members that as the condition survey was conducted independently, its objectiveness in prioritising roads was assured. Site visits were organised depending on the significance of the issue involved and on the views of the Committee.

Members then agreed to an additional recommendation moved by the Chair that a site visit take place between officers, ward councillors and local residents to consider whether any urgent works needed to be carried out.

RESOLVED:-

- (i) that the contents of the petition and the issues it raised be noted;
- (ii) that the streets be included in the current borough wide condition surveys and, if prioritised, be included in the 2009/10 Renewal Programme and that until such time as the renewal takes places, that the streets continue to be maintained with responsive repairs;
- (iii) that the lead petitioner be advised whether these streets will be included in the 2009/10 Renewal Programme following the decision by the Executive in March 2009; and
- (iv) that it be agreed that a site visit take place between officers, ward councillors and local residents to consider whether any urgent works need to be carried out.

11. **Cycle Hire Schemes**

Members indicated their support for the scheme as proposed.

RESOLVED:-

that the following actions by officers be endorsed:-

- (a) to prepare a design brief for a Borough Cycle Hire Scheme
- (b) to seek tenders for a borough wide (single provider) of a cycle hire scheme; and
- (c) that subject to financial approvals, appoint a preferred tender for the appropriate term of operation.

12. Date of Next Meeting

It was noted that the next meeting of the Highways Committee would take place on Thursday, 19th March at 7.00 pm.

13. Any Other Urgent Business

There was none.

The meeting ended at 8.25 pm.

D BROWN
Chair