



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE

Wednesday, 9 February 2011 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick and Jones

Also present: Councillors Brown, Cheese, S Choudhary, Daly and Lorber

Apologies were received from: Councillors Butt

1. Declarations of personal and prejudicial interests

None.

2. Minutes of the previous meeting held on 14 December 2010

RESOLVED:-

that the minutes of the previous meeting held on 14 December 2011 be approved as an accurate record of the meeting.

3. Matters arising (if any)

None.

4. Deputations (if any)

None.

5. Petitions

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

(i) Petition requesting a review of the Maybank Avenue One Way System

The petition which was presented by Councillor Daly, ward member, requested the following:

“A review of the Council’s decision on one way system resulting in the closure of Maybank Avenue to traffic entering it from Harrow Road.”

In addressing the Committee, Councillor Daly stated that she had been approached by a large number of residents who had expressed concerns about the existing Maybank Avenue one-way system on grounds of serious obstruction to the emergency services (ambulance, fire and police), increased traffic and increased congestion in the Maybank Avenue area. Councillor Daly requested the Committee to instruct the Head of Transportation to undertake another full consultation with residents to assess the situation that had arisen since the decision to introduce the one way system was made.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 6.

(ii) Petition requesting a review of timing restrictions in Temple Road, GM CPZ zone.

The petition which was presented by Mr Demos Philiastides, the owner of the local Manor Health Club requested the following:

“The aim of this petition is to request that Brent Council considers the views of our members and members of the local community and looks at the issue of parking in Temple Road. The request is to reduce the current timings (for example like the neighbouring GA Zone’s timings of 10 am- 3 pm). This will help the Health and Safety of all our members in particular our older and female members. We also feel that the current meter charges are excessive with rates of £4 for 2 hours. These rates are double and more compared to rates in other boroughs”.

Mr Demos Philiastides informed members that Manor Health Club was losing membership and revenue due to the extended hours of operation of the controlled parking zone for GM zone from 10:00am-9:00pm. In support of his petition, he referred to a letter from one of his members who gave notice of termination of her membership due to lack of parking, the extended hours of the CPZ hours of operation and exorbitant pay and display rates. Mr Philiastides requested members to reduce the hours of operation to bring the GM zone into parity with the neighbouring GA zone where controlled parking timing was 10:00am-3:00pm.

Ms Helen Saunders a local resident also spoke but in objection to the petition. Ms Saunders informed members that the petition submitted by Mr Philiastides did not have the support of local residents as it was organised by and for the benefit of the management and users of Manor Health Club only. As most of the signatories did not live in the area, the petition did not reflect the sentiments of local residents. She continued that the GM CPZ hours of operation was introduced in 2003 after extensive consultations with residents, 74% of whom were in full agreement. Ms Saunders added that currently it was difficult for local residents to find parking spaces for their vehicles and that any reduction in the timings for GM CPZ zone would add to the existing parking problem in the Temple Roads area.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 7.

(iii) Petition requesting changes to parking arrangements in Cobbold Road, NW10.

The petition which was presented by Mr Damien Brola, a local resident requested the following:

“We hereby object to the proposed changes in residential parking scheme. We feel that the proposed changes are unfair and will make us pay more than we currently pay and we feel this is another excessive charge for what we are already charged for our road tax. We do not want our street to be part of this scheme.”

Mr Brola in his address to the Committee stated that the proposed emission based charging system which he felt had been rushed through without adequate consultation with residents would be excessive as well as punitive. Mr Brola urged members to scrap the proposed emission based charging scheme which he added would result in steep increase in the cost of residents and visitor's parking permits.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 8

(iv) Petition requesting the relocation of a bus stop in Willesden Lane near Christchurch Avenue

The petition which was presented by Mr Robert Sanger, a local resident requested the following:

“A petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety.”

Mr Sanger informed the Committee that the present location of the bus stop had given rise to numerous personal injury accidents due to a lack of pedestrian refuge and poor visibility which made overtaking almost impossible. He complained that residents were not consulted about the relocation of the bus stop until after it had been implemented. Mr Sanger urged members to re-assess the pedestrian and vehicular safety of the bus stop and consult with all local residents in identifying a suitable location for the bus stop.

Councillor Cheese, a ward member echoed the sentiments expressed by Mr Sanger.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appear under minute 9

6. Petition for the review of one way system, Maybank Avenue

This report informed the Committee of a petition seeking a review of traffic arrangements at the junction of Harrow Road and Maybank Avenue. The petitioners were concerned about the impact of the arrangement on (vehicle) journey times for residents and visitors to the Maybank Avenue, Rosebank Avenue, Fernbank Avenue area.

Peter Boddy (Traffic Team Leader) started by setting out the background that led to the decision to implement the one way scheme in Maybank Avenue. He then detailed the alternative options that could be considered together with each option's effectiveness to address the concerns of the petitioners.

He stated that the re-introduction of a simple cross-road arrangement with give-way or stop lines and traffic calming measures would address concerns about access but not the fundamental problem of, chiefly, uncontrolled movements across the junction. The second option of introducing traffic signals at the junction with appropriate signal phasing would facilitate the north-south rat-running through the area thus giving rise to road safety and environmental issues. More importantly, the number of vehicular movements would not justify the introduction of signals and the investment required at a time when TfL (who were responsible for signals in London) were seeking to reduce the use of signals.

In respect of the third option, Peter Boddy stated that the introduction of a mini-roundabout would not wholly address the issue of traffic conflicts and would probably require the existing pedestrian crossing facility to be re-located whilst at the same time encouraging rat-running. The final alternative option involving the removal of the one-way arrangements and banned "U" turn arrangements would simply shift the U turning movements to locations away from the junction where enforcement was not possible or practicable. In addition to the risks of accidents officers could not guarantee that resources would be continuously available for enforcement to the detriment of other locations in the Borough.

With these in view, the Traffic Team Leader concluded that the current arrangement was successfully addressing the road safety issues that previously existed at the junction and that no practicable alternative arrangements that would address both the safety risk and concerns over journey times had been identified. He confirmed that the emergency services had originally been consulted about the arrangements now installed at the Maybanks Avenue/Harrow Road junction and had not since contacted the officers over the arrangements.

Councillor Lorber, ward member, stated that the scheme was introduced in order to overcome the traffic problems and accidents in the area. In his view, the scheme had been successful in terms of accident and traffic reduction although with a slight inconvenience to some residents. Additionally Councillor Lorber added that as the

local Sudbury Primary School was being expanded there was every reason to maintain the one way. He therefore endorsed the officer's recommendation.

RESOLVED:-

- (i) that the contents of the petition and the review of the implemented scheme be noted;
- (ii) that the situation be continued to be monitored but that no changes should be made to the existing arrangements at the Harrow Road/Maybank Avenue junction at this time.

7. Petition requesting a review of timing restrictions in Temple Road, GM CPZ zone

This report advised the committee of a petition received in relation to the hours of operation of the GM controlled parking zone (CPZ) and charges for "pay & display" parking and signed by members of the Manor Health Club in Temple Road. The report from the Head of Transportation outlined the background and officers' response to the issues raised in the petition.

Tim Jackson (Head of Transportation) in setting the background to the current operational hours of GM CPZ zone informed the committee that a review of the parking restriction carried out in June 2003 showed that residents who lived close to Cricklewood Broadway generally wanted to keep the existing CPZ times of 10am to 9pm, Monday to Saturday. As a result of a further petition another consultation with residents and businesses took place in 2004 which confirmed support for the operational hours. He continued that that it would be inappropriate to consult businesses and residents of Temple Road (about operational hours) in isolation from a wider review of GM CPZ – since any changes would have an impact over a wider area.

Tim Jackson stated that whilst shorter hours operation of the pay & display bays (only) in Temple Road would meet the aspirations of the petitioners, they would have financial implications for the Council, lead to confusion for motorists (particularly visitors) as well as set a precedent which could undermine the concept of consistency that had been applied up to now. For those reasons he would not recommend that approach

In highlighting the 2011/12 CPZ works programme, the Head of Transportation stated that priority would be given to works outstanding from 2010/11 reviews and that it was unlikely to prioritise GM CPZ zone. He however undertook to consider a scheme to review the operational hours of GM CPZ when compiling the draft 2011/12 CPZ work programme for the Committee's consideration and recommended that the petition be noted with no further action being taken in regards to the charges in Temple Road, GM CPZ or across the Borough.

Councillor Choudhary a local resident added that his support for the amalgamation of both GA and GM ZPZ zones. This was echoed by another local resident who expressed a view that the hours of operation were punitive and the pay and display rates exorbitant.

RESOLVED:-

- (i) that the contents of the petition be noted;
- (ii) that the response of officers to the petition as set out in the report from the Head of Transportation be noted and agree that officers consider including a review of the GM CPZ operational hours when compiling the 20011/12 CPZ works programme for the committee's approval in due course subject to the necessary funding;
- (iii) that the lead petitioner be informed of the decision of the Highways Committee in regard to this matter.

8. Petition Changes to parking arrangements in Cobbold Road NW10

This report advised the Committee of a petition received, from residents of Cobbold Road, which opposed the proposals to introduce a vehicle emission-based scheme of charges for residents parking permits. The report outlined the process for considering representations to the proposals and confirmed that the views of the petitioners would be properly considered before a decision was made.

Tim Jackson (Head of Transportation) informed the Committee that the proposals to introduce vehicle emission based parking charges were set out in a report to the Executive Committee on 11th August 2010 which delegated the responsibility for considering any representations and making a decision to the Director of Environment and Neighbourhood Services. He informed members that officers were collating all responses to the consultation and would compile a report for decision by the Director of Environment and Neighbourhood Services in accordance with the Executive's decision. He continued that the petition by the residents of Cobbold Road would be properly considered and the lead petitioner informed when a decision was made by the Director of Environment and Neighbourhood Services. In the meantime Tim Jackson recommended members to note the contents of the petition.

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted.
- (ii) that the response of officers to the petition, as set out in this report be noted.
- (iii) that the main petitioner should be informed of the Committees consideration of this matter.

9. Petition - Willesden Lane Bus by Christchurch Avenue

This report informed members of a petition entitled "Petition to restore the Christchurch bus stop to its original position for pedestrian and vehicle safety". The report outlined officer's investigations and stakeholder engagement on the matter. Tim Jackson (Head of Transportation) informed members that the responsibility for the siting of bus stops rested with Transport for London (TfL)/London Buses although local decisions were generally taken in consultation with the Council (as the Highway Authority and the primary interface with local residents) and the Police. Members noted that in July 2010 a bus stop on Willesden Lane was relocated from a location close to Christchurch Avenue to a position approximately 150m north-westwards in response to road safety concerns.

The Head of Transportation continued that a number of representations had been made directly to TfL/London Buses on the issue seeking the relocation of the bus stop to its original position. In response to those representations TfL/London Buses had consistently refused to relocate the stop back to its original position on the grounds that the decision to relocate the stop was made on road safety grounds and with consideration of Disabled Disability Act (DDA) issues. The Head of Transportation added that there was no ideal location for a bus stop along the section of Willesden Lane and on balance concluded that the current (relocated) position was the most suitable location.

Members noted the issues raised by the petition and the responses by the Head of Transportation and on balance felt that there was no reason to instruct officers to pursue an alternative course and accordingly;

RESOLVED:-

- (i) that the contents of the petition and the issues raised be noted;
- (iii) that the course of action taken by officers in relation to the issue be noted.

10. Local Implementation Plan - TfL capital allocation programme 2011-12

The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL). This report outlined changes to the arrangements for making that allocation, provided details of the LIP allocation and scheme programme for 2011/12, as recently confirmed by TfL - and sought approval to implement the schemes and initiatives within that programme.

Adrian Pigott (Acting Policy Manager) informed the Committee that the 2011-2012 Annual Local Implementation Plan (LIP) Funding Application was submitted to TfL for a decision, following consultation with the Lead Member for Highways and Transportation on 8th October 2010. The decision was made in consultation with London Councils and the London Boroughs. He informed members that TfL had confirmed an allocation of £3,591,000 to Brent for 2011/12 to implement the schemes and initiatives as set out in the report by the Head of Transportation (Table 2). He recommended the Committee to authorise the Head of

Transportation to commence design, consultation and implementation of the schemes and initiatives as set out in the table and to prioritise the implementation of the programme so as to deliver it within the financial year 2011/12.

Members welcomed the report and in agreeing to the recommendation;

RESOLVED:-

- (i) that the TfL capital allocation of £3,591,000 for the financial year 2011/12 be noted;
- (ii) that the Head of Transportation be instructed to implement the schemes and initiatives set out in the report and ensure their delivery using the allocated budget resources;
- (iii) that the Head 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 the Head Transportation considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

11. Any Other Urgent Business

None raised at this meeting.

12. Date of Next Meeting

RESOLVED:-

to note that the next meeting would take place on Wednesday 23 March 2011 at 7:00pm.

The meeting closed at 8.20 pm

J MOHER
Chair