



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Wednesday, 23 March 2011 at 7.00 pm

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

Also present: Councillors Cheese, S Choudhary, Harrison, Hossain, Lorber, Naheerathan and HB Patel

Apologies were received from: Councillor Jones

1. **Declarations of personal and prejudicial interests**

None.

2. **Minutes of the previous meeting - 9 February 2011**

RESOLVED:-

that the minutes of the previous meeting held on 9 February 2011 be approved as an accurate record of the meeting.

3. **Matters arising (if any)**

None.

4. **Deputations (if any)**

None.

5. **Petition - Restoration of Watford Road bus stop**

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

Request for the restoration of Watford Road bus stop to its original position.

Members noted that there was no resident or ward member at the meeting to speak to the petition.

RESOLVED:-

that the petition requesting the restoration of the bus stop to its original position be noted.

Further decision regarding this item appears under minute 6.

6. Petition for the Restoration of the Watford Road Bus Stop

The report outlined officer's investigations following the receipt of the petition that requested the restoration of the Watford Road bus stop into its original position. The report also advised members that officers were currently consulting on the proposals as part of the Sudbury and Harrow Public Realm Scheme.

In setting the background to the issue, Tim Jackson (Head of Transportation) informed members that the bus stop was temporarily relocated from a location outside of 32/34 Watford Road to a location outside of 60/62 Watford Road in response to road safety concerns. The temporary bus stop was later removed in response to road safety and amenity concerns highlighted by residents living in the proximity of the stop to a location outside of 786 Harrow Road, some 270 metres away from the original location. This provoked a number of communications from residents and local Ward Members in relation to the location of the interim bus stop on grounds of road safety, amenity issues and inconvenience.

In recognition of the problems caused by the relocation of the bus stops officers had been working to determine the most suitable location with regard to ease of access for bus users, pedestrian and road safety and compliance with Disability Discrimination Act (DDA). He added that an agreement had been reached with the Police and TfL/London buses on a new arrangement to relocate the bus stop in the vicinity of 32/34 Watford Road. This would, if implemented, allow the reintroduction of the bus stop to its original location in a way that would address the concerns raised by local residents. The proposal was currently being consulted on as part of the wider Sudbury and Harrow Public Realm scheme. Ward members had been given the opportunity to discuss the proposals at the development stage. He added that subject to the outcomes of the consultation process, it was proposed to implement the Sudbury and Harrow Public Realm scheme during the year 2012/13.

Councillor Lorber, ward member, stated that the relocation of bus stop was carried out without the knowledge of ward councillors and residents and requested that in future ward members be alerted to such issues so that they could disseminate it to local residents. He enquired as to the assessment made including accident statistics before the decision to relocate the bus stop was undertaken. In response, Tim Jackson stated that the decision which was made by TfL was based on potential rather than actual accident statistics.

RESOLVED:-

that the contents of the petition and the issues raised be noted.

7. **Standardising of arrangements for short term (controlled) on street parking**

Members considered a report which advised them of the proposals to standardise arrangements for charging for short term on-street parking in streets where parking was controlled across the Borough and sought members' approval to commence that process.

Tim Jackson, Head of Transportation, outlined the main issues relating to the short term parking bays. He stated that they represented an inconsistency in that motorists were parking in some bays free of charge whilst others were being charged at other generally similar locations. As a result, visitors were effectively encouraged to visit certain areas/locations to the possible detriment of others. Secondly, the arrangements at these locations could be contrary to the Council's policy of encouraging the use of more sustainable transport modes and discouraging non-essential car journeys. Lastly, because of difficulties in enforcement without significant deployment of resources, the level of compliance with the controls (in relation to the maximum stay period) was low and as a result their purpose of providing short stay parking for visitors was being undermined.

The effect of the proposals to standardise short term parking would be, over-time, to identify locations with free short term parking within controlled parking areas and subject to appropriate consultation and the availability of resources, to introduce pay and display parking in those areas. Such a programme would, over time, address the issues identified above. He emphasised that the scheme would not introduce pay and display arrangements in areas where no parking controls, other than single yellow line controls, currently existed.

Mr Robert Dunwell speaking on behalf of Queensbury Area Residents (QARA) Group of Associations and the local shopkeepers alleged that the report before members was flawed and that the current short term on-street free parking arrangements in parking bays in both Bridge Road and Preston Road were satisfactory. He reiterated the view that the proposed standardisation of short term on-street parking would be detrimental to the interests of the shopkeepers and urged members not to pursue it.

Mr Varsani a local shopkeeper in the Preston Road area informed members that the proposed arrangement would reduce the number of prospective shoppers and buyers to the area to the detriment of shopkeepers' business interests. He requested that if members were minded to pursue the scheme then they should ensure that the consultation was widened to include residents and local shopkeepers in order to gain a balanced view of the proposal.

Councillor HB Patel ward member stated that the existing free parking in the Preston Road and Bridge Road areas was a contributory factor in attracting shoppers to the areas, thus enhancing the retail function of both areas. In urging members to retain the present arrangement, Councillor HB Patel expressed a view that contrary to the officer's reasons, the proposal would not introduce inconsistency and would not be contrary to Council policy.

Mr Raja a local businessman in addressing the Committee stated that as a result of general controlled parking in the area, commuter parking in the Preston Road area was no longer a problem. Most of the motorists to the area were shoppers (rather than commuters) who were encouraged to visit the shops by the present arrangement for free on-street short term parking. In his view the proposed arrangements would not serve the business interests of the area at a time when sales were poor due to austere economic conditions.

Councillor Hossain spoke briefly in support of the present arrangement in the Preston Road area which allowed for one hour free on-street parking. She drew members' attention to the car park to the rear of Preston Road which offered additional parking facilities. In her view there was no reason to standardise short term parking and introduce additional pay and display facilities as recommended in the report. This view was echoed by Councillor Harrison.

In responding to some of the views expressed, Tim Jackson stated that despite the measures introduced by the Council to generate interest in the rear car park in Preston Road it still remained largely under-utilised. As a result of that, the Executive took a decision to standardise parking arrangements in all parts of the Borough. He added that a wider consultation would be carried out and the results reported to the Committee for a decision on the proposals.

RESOLVED:-

- (i) that approval be given to proposals, as set out in this report, to introduce pay and display parking controls at locations where free, but controlled, parking arrangements currently exist.
- (ii) that authority be delegated to the Head of Transportation to implement pay and display controls at identified sites subject to appropriate consultation arrangements being followed and the identification of funding for implementation.

8. **Briefing Report - Olympic Corridor Project**

The report provided an update on a series of 6 schemes within the Wembley area between Wembley Park, Wembley Central and Wembley Stadium Stations and these Olympic Venues, the Olympic Corridor Project, which were aimed at improving accessibility, streetscene and creating an improved public realm.

Tim Jackson (Head of Transportation) outlined the 6 schemes which were programmed to be completed in advance of the Olympics in order that the benefits can be utilised to support the additional pedestrian activity that would take place at that time. The schemes were as follows;

- (i) Bridge Road / Brooke Avenue which was aimed at improving pedestrian accessibility from Wembley Park Station and around the junction of Brook Avenue, Bridge Road and Wembley Hill Road

- (ii) Empire Way / Wembley Hill Road aimed at providing a more attractive and easily accessible public space for the community through the removal of the existing gyratory.
- (iii) South Way / Wembley Hill Road, aimed at introducing formal pedestrian crossing facilities at the existing signalised junction.
- (iv) Wembley High Road outside of Brent House. The proposal was to construct a central reservation on the High Road outside of Brent House to provide protection for the high level of pedestrian's activity that would take place and thus reduce the number of accidents involving pedestrians.
- (v) Park Lane / High Road. This scheme would introduce formal pedestrian crossing facilities across the Park Lane arm of the junction adding to the existing facilities that exist across the High Road.
- (vi) Legible London Signing: The scheme proposed to introduce "Legible London" in Wembley which would use a range of information, including street signs, transport modes and printed maps, to help people find their way.

Tim Jackson added that consultation had been undertaken with all interested parties including ward members, the outcomes of which were being analysed. He continued that works to the staged implementation of the individual elements of the scheme was expected to commence in quarter 1 of the 2011/12. Members noted that the biggest contribution of the funding would be by TfL (£792,000) and that the remainder would be provided by Section 106 developer contributions, ringfenced for that purpose (£486,000) and the Council (£200,000).

RESOLVED:-

That the progress report be noted.

9. **Controlled Parking Zones programmes 2010/11 and 2011/2012**

The report informed the Committee of the outputs and expenditure on the 2010/11 Controlled Parking Zones (CPZ) programme and sought approval of the proposed work programme for 2011/12.

Tim Jackson (Head of Transportation) drew members' attention to table 1 which summarised the progress anticipated to have been made, and the expenditure, at 2010/11 year end (31st March 2011). The table also indicated the expenditure that would be required to complete any schemes not completed in 2010/11 during 2011/12, subject to results of consultation supporting its introduction.

As part of the 2011/12 Council budget setting process, savings of £240k and £60k from the (Transportation Revenue budget) CPZ works programme were agreed for the 2011/12 and 2012/13 financial years respectively. Members noted that the cost of completing all works not completed in 2010/11 was estimated to be £185k. This clearly exceeded the budget available. In view of that, Officers had developed a proposed 2011/12 programme, identifying which schemes can be funded from other sources, and which schemes should be given priority.

Tim Jackson continued that where no alternative sources of funding had been identified, priority had been given to progressing schemes (in 2011/12) that had been substantially progressed i.e. at least one round of public consultation had already taken place and/or there was evidence of significant parking pressure in the area associated with anticipated local support for the introduction of controls. He informed members that taking into account the resources available and the lack of a consensus on the times of operation, officers were not recommending the inclusion of a review of GM CPZ within the programme. In reference to table 3 as set out in the report, he recommended the approval of 2 schemes (Sudbury and Kenton), as reserve schemes for implementation if an alternative source of funding (developer contribution or other) could be identified.

Members welcomed the progress report and;

RESOLVED:-

- (i) that the progress made, and expenditure against, the 2010/11 CPZ works programme be noted.
- (ii) that the proposed CPZ work programme for 2011/12 be approved.
- (iii) that authority be delegated to the Head of Transportation to consider objections and representations to statutory and other consultations undertaken on schemes within the works programme, to report back to the Committee if those objections are substantial but otherwise to implement the schemes, with minor modifications if appropriate.

10. Any Other Urgent Business

None.

11. Date of Next Meeting

The date of next meeting will be announced after the Council meeting on 16 May 2011.

The meeting closed at 8.00 pm

J MOHER
Chair