

**London Borough of Brent**  
**Summary of Decisions taken by the Highways Committee**  
**on Tuesday 10 December 2013**

PRESENT: Councillor J Moher (Chair), Councillor Mashari (Vice-Chair) and Councillors  
A Choudry, Denselow and McLennan

ALSO PRESENT: Councillors Brown and Chohan

| Agenda<br>Item No | Item                            | Ward(s)                       | Decision  |
|-------------------|---------------------------------|-------------------------------|---|
| 6.                | Ealing Road - CPZ Zone E review | Alpertons;<br>Wembley Central | <p>(i) Noted that the Council had listened to trader's concerns and approved a new tariff structure introduced on 14 October 13 and now fully operational, to support traders and their customers. As a result, the first 15 minutes parking had been reduced to 20p; pay and display tariffs had been reduced by up to 50% and; customers were now able to pay for parking in smaller time blocks.</p> <p>(ii) Noted that the outcomes of the consultation carried out in Zone E were not conclusive and, given the recent introduction of the new tariff structure for pay and display parking to support trader's and their customers, that no changes be made to the days or hours of operation of Zone E CPZ.</p> <p>(iii) Noted that a £250,000 traffic safety scheme has been developed for Ealing Road as part of this year's Local Implementation Plan programme, and that this scheme has been consulted over and would be implemented during the current financial year.</p> <p>(iv) That the Wembley Protected Parking Scheme restrictions be</p> |

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(continued)**

| <b>Agenda<br/>Item No</b> | <b>Item</b>  | <b>Ward(s)</b> | <b>Decision</b>  |
|---------------------------|--|----------------|--|
|                           |  |                | reviewed generally to ensure that they continue to meet the Council's transport strategy objectives through a clear, consistent and fair strategy.   |
| <b>7.</b>                 | Ealing Road - Speed Camera Petition                              | Alperton       | <p>(i) Noted the contents of the petition and the issues that were raised.</p> <p>(ii) Noted the outcomes of preliminary investigations, which indicate that, on review of TfL's criteria for provision of safety cameras, there would be insufficient justification for a speed camera to be considered within Brent.</p> <p>(iii) Agreed that discussions be held with Ealing Council to consider whether there could be justification for a speed camera within Ealing, and to investigate whether a local or joint road safety scheme could be prioritised for a possible funding bid during 2014-15.</p> <p>(iv) That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.</p> |
| <b>8.</b>                 | Crossover Policy - Ombudsman's Report outcomes and policy change | All Wards      | <p>(i) That the recommendations by the Local Government Ombudsman as a result of an investigation into a complaint against The London Borough of Brent in respect of a vehicle crossover application be noted.</p> <p>(ii) That the revised Vehicle Crossover Policy presented in Appendix A, along with the revised Guidance Notes for Footway Crossovers in Appendix B to the report be adopted.</p>   |

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(continued)**

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|---------------------------|--------------------------------------|----------------|---|
| <b>9.</b>                 | Brent Cycle Vision - Ways to Wembley | All Wards      | <ul style="list-style-type: none"> <li data-bbox="1115 459 2089 564">(i) To note that Brent has been very successful in reducing numbers of serious and fatal collisions but was keen to improve cycle safety further by securing investment in infrastructure and training;</li> <li data-bbox="1115 596 2089 730">(ii) That the Committee supports the proposed TfL investment in cycle infrastructure and approves Brent's approach and priorities for enhancing cycling infrastructure through our "Ways to Wembley" document;</li> <li data-bbox="1115 762 2089 896">(iii) That the Committee notes initial reservations set out in Section 6.2 regarding the method by which cycle infrastructure funding would be allocated, and by which priority routes and infrastructure would be identified and delivered;</li> <li data-bbox="1115 928 2089 1034">(iv) Approved limited further investigative study work into cycle routes and bridge locations, focussed on both strategic and local cycle routes.</li> </ul> |