

**London Borough of Brent
Summary of Decisions taken by the Highways Committee
on Monday 20 October 2014**

PRESENT: Councillor Butt (Chair), Councillor Mashari (Vice-Chair) and Councillors Denselow, McLennan and Moher

ALSO PRESENT: Councillors S Choudhary, A Choudry, Filson, Hirani, Jones, Long, Mahmood, Miller, Perrin and Krupa Sheth

Agenda Item No	Item	Ward(s)	Decision
5.	Petition objecting to the proposed parking restriction changes in zone MA.	Brondesbury Park	<ul style="list-style-type: none"> <li data-bbox="1081 643 2024 715">(i) That the contents of the petition and the results of officers investigations into parking issues in the area be noted; <li data-bbox="1081 754 2024 1010">(ii) That officers be instructed to progress with the informal and statutory consultation of the proposed no waiting 'at any time' restrictions (double yellow lines) at all junctions within the MA zone, and to change the existing single yellow lines to double yellow lines in Willesden Lane from the junction of Deerhurst Road to the northwest side of the Willesden Lane, and on Lydford Road between Chatsworth Road and Dartford Road; <li data-bbox="1081 1050 2024 1233">(iii) That the Committee officers be instructed to abandon the previous proposals to extend the parking restrictions in Chatsworth Road and to continue to meet with Temple representatives and local residents to develop solutions to parking issues that are acceptable to all parties. <li data-bbox="1081 1273 2024 1417">(iv) That, subject to the outcome of further informal and statutory consultation and consideration of objections and representations, the Head of Transportation be instructed to amend the necessary Traffic Management Orders and

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Agenda Item No	Item	Ward(s)	Decision
			<p>implement amendments to parking restrictions using delegated authority, or to report back to the Highways committee if objections are substantial;</p> <p>(v) That officers continue to liaise with the Temple on temporary traffic management and parking arrangements for religious events and assist in developing and/or reviewing their travel Plan;</p> <p>(vi) That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.</p>
6.	Petition - CCTV parking and traffic enforcement at Willesden Green	Willessden Green	<p>(i) That the content of the petitions, set out in paragraphs 3.2 and 3.4, and the issues raised within be noted.</p> <p>(ii) That the Committee note that the use of CCTV for the purpose of enforcing parking contraventions in High Road, Willessden Green is appropriate, and that cameras are not being misused, as established through the investigations within this report.</p> <p>(iii) That the main petitioner be informed of the outcome of the Highways Committee report in respect of this matter;</p> <p>(iv) That officers review existing restrictions in the locality and opportunities for additional parking and loading facilities, with due consideration for road safety and traffic congestion;</p>

London Borough of Brent – Summary of Decisions taken by the Highways Committee on Monday 20 October 2014 (continued)

Agenda Item No	Item	Ward(s)	Decision
			(v) That officers check existing signage and road markings, and consider whether any additional signage is necessary.
7.	Petition for Road Improvements in Tanfield Avenue	Dollis Hill; Dudden Hill	<p>(i) Agreed that vibrations arising from the general construction and condition of the highway were considered unlikely to be the cause of structural damage and problems to adjacent properties and rejected the petition.</p> <p>(ii) Noted the combined actions and planned measures described in the report to mitigate the issues of noise and vibration that from the typical traffic levels and road condition that are evident in Tanfield Avenue.</p> <p>(iii) Noted that, a short section of approximately 50 metres in length and the full width of the road outside properties nos. 26 to 38 was identified via a condition assessment to contain defects that contribute to noise and vibration and that resurfacing of this section was programmed for completion in autumn 2014.</p> <p>(iv) Noted that Tanfield Avenue was in a 7.5 tonnes weight restricted area, which had been identified for periodic traffic enforcement involving CCTV camera equipped vehicles and thus there was no requirement to install CCTV.</p> <p>(v) Noted that Transport for London (TfL) were responsible for</p>

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			<p>London’s safety camera programme. Their Surface Planning Team liaise with representatives from the boroughs on improvements to existing sites, identification of new sites and decommissioning sites, where it was agreed that cameras were no longer required.</p> <p>(vi) Noted that TFL applied stringent prioritisation criteria to determine which sites would have speed cameras installed. There must have been a minimum of 4 killed or seriously injured (KSI) collisions in a three year period, and at least 2 of these must have been identified in accident reports as being a result of speeding. There have been no reported personal injury accidents in Tanfield Avenue for the 3 year period up until the end of April 2014, therefore a speed camera would not be justified.</p> <p>(vii) Noted and agreed that a letter would be sent to TfL highlighting the need for bus drivers to be mindful of noise and appropriate speeds when travelling along Tanfield Avenue.</p> <p>(viii) Agreed that officers should arrange on site meeting with TFL, bus operators and residents to reinforce need for bus driver speed to be moderated;</p> <p>(ix) That officers develop a plan for the enforcement of the 7.5 tonne weight restriction in the area.</p>
8.	Quietway Pilot: Regents Park to	Brondesbury	

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	Gladstone Park	Park	<ul style="list-style-type: none"> (i) Noted the contents of the report (ii) Agreed the route of the proposed Quietway through Brent. (iii) Agreed to continue the scheme to detailed design and consultation (iv) Authorised the Head of Transportation to undertake any necessary statutory and non-statutory consultation and consider any objections or representations regarding the proposed Quietway route and interventions. If there are no objections or representations, or the Head of Transportation considers the objections or representations are groundless or insignificant, the Head of Transportation is authorised to deliver the scheme. Otherwise, the Head of Transportation is authorised to refer objections or representations to the Highways Committee for further consideration.
9.	Stanmore to Thames cycle route	Alperton	<ul style="list-style-type: none"> (i) Noted the contents of this report (ii) Approved in principal the proposed route through Brent subject to consultation by Transport for London with assistance from Brent. (iii) Delegated authority to the Head of Transportation to implement the scheme through Brent subject to the outcomes of the consultation and funding being secured.