



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Thursday 22 January 2015 at 7.00 pm

PRESENT: Councillor Crane (Chair), Councillor Mashari (Vice-Chair) and Councillor McLennan

Also present: Councillors Butt and Mahmood

Apologies for absence were received from: Councillors Denselow and Moher

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

6. Petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court.

Councillor Mashari declared that she had received an email from CABRA (petitioners)

Councillor McLennan declared that she had been in contact with CABRA in connection with the petition.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 20 October 2014 be approved as an accurate record of the meeting.

3. **Matters arising**

None.

4. **Deputations**

Cromwell and Burns Residents' Association (CABRA)

Alina Lopatis (Secretary of CABRA) addressed the Committee in connection with the petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperon.. She informed members that it was proving increasingly difficult for residents of Cromwell Road, Cromwell Court and Burns Road to find parking spaces due to parking overspill as a result of commuter parking, vehicles being displayed for sale, abandoned vehicles and those left in the area whilst their owners were away on holiday. She continued that vehicles abandoned in the area were encouraging anti-social behaviour to the detriment of residential amenities. Alina Lopatis added that developments at 243

Ealing Road for 441 dwelling houses and at 255 Ealing Road would aggravate the current parking situation. She added that being small and narrow, the roads would not be able to support parking demand in the area.

For the above reasons, the Alina Lopatis stated that a CPZ was required sooner than officers' anticipated timescale in 2017. She emphasised how vital it was for the area to have CPZ introduced sooner and that the CPZ should take into account of the needs of local small businesses for passing trade.

Alina Lopatis was thanked for her address.

5. Petition requesting the introduction of parking restrictions and safety measures in Chantry Crescent and Chapel Close

The Committee received a report that informed them of a petition received in October from residents of Chantry Crescent and Chapel Close requesting the introduction of parking restrictions and other traffic related safety measures in their streets. Tony Kennedy, Head of Transportation in setting the background stated that a consultation in response to a similar request in 2007 for the extension of the controlled parking zone (CPZ) for GD zone which would have covered Chantry Crescent and Chapel Close showed that majority of the residents were not in favour at that time. As a result, a previous Highways Committee agreed not to proceed with the extension of the controlled parking zone (CPZ) for GD zone.

The Head of Transportation continued that a similar request was received in March 2014 which did not meet the threshold for the petition to be considered by Highways Committee. Following the most recent petition, officers revisited the area and made the assessment that Chantry Crescent and Chapel Close would benefit from the introduction of CPZ to remove commuter parking and prioritise parking spaces for local residents and their visitors. Furthermore, the CPZ would improve safety and accessibility through the introduction of waiting and loading restrictions. In addition, the installation of a 'no through road' sign should be installed to deter access by motorists looking for a through route and additional signs to deter dog fouling to be installed in Chantry Close open space. He added however that speed reduction measures were not necessary. Officers were therefore recommending a consultation with the residents with a view to extending the GD CPZ to include Chantry Crescent and Chapel Close.

Members were advised that subject to the outcome of the consultation, statutory consultation would be undertaken which would include press and public notices and on-line consultation. In response to a member's enquiry about the support for the CPZ, the Head of Transportation stated that the residents had already expressed their support to the extension by signing the petition.

RESOLVED:

- (i) that the contents of the petition and the issues that were raised be noted;
- (ii) that the response of officers to the petition, as set out in the report be noted and agreed for officers to consult on roads including Chantry Crescent and Chapel Close as an extension of the GD Controlled Parking Zone (CPZ),

and introduce waiting and loading restrictions in these streets as part of the 2015/16 waiting/loading restrictions works programme;

- (iii) that the outcome of officer's assessment of the road safety issues raised by the petitioners be noted, and that with the exception of the installation of a 'no through road' sign to deter through traffic, no other safety measures would be implemented at this time;
- (iv) that it be noted that Sports and Parks would arrange for signs to be installed in Chantry Close open space to deter dog fouling;
- (v) that subject to the outcome of a public consultation, the Committee authorise the Head of Transportation to take the necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to the Highway Committee, any substantial objections or representations received during the statutory notification process;
- (vi) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

6. Petition requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton

The Committee considered a petition received from Cromwell and Burns Residents' Association (CABRA) requesting the introduction of a Controlled Parking Zone in Cromwell Road, Burns Road and Cromwell Court, Alperton. Tony Kennedy (Head of Transportation) introduced the report which responded to the petition. He stated that in recognition of on-street parking pressures, officers assessed the conditions and the potential impact of future developments in the area. He advised members about an outline plan which he had developed for the introduction of CPZ into the wider area to prevent parking displacement in neighbouring streets. Members heard that the budget requirement for it would cost £150,000 for which there were no provisions in the budget. He recommended that the consultation for CPZ be funded from developer contributions through a Section 106 financial contribution which would become available in future, once the majority of the new dwelling houses were occupied and the impact could be fully assessed in 2017. The Head of Transportation added that piecemeal rather a fully assessed introduction of the CPZ would result in parking displacement and that consulting prior to the impact being fully assessed could result in a negative response.

In the ensuing discussions, members of the Committee unanimously expressed a view for the timescale for the consultation to be brought forward from 2017, taking into account the number of dwelling houses that would result from 243 Ealing Road and 255 Ealing Road and the associated parking demand once the developments were occupied. Councillor Butt (Leader of the Council) in echoing members' views for consultation earlier than 2017 added that as the transportation impact of both developments were considered when planning permission was granted subject to a Section 106 financial contribution, the financial contribution would be available for consultation. In welcoming the report, members instructed the Head of Transportation to undertake the consultation earlier than 2017 and to advise the Chair of the earliest date that the consultation could take place and a CPZ introduced.

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 the report be noted and agreed for officers to investigate and consult on the provision of a Controlled Park Zone or Zones in all streets off the A4005 Ealing Road between Hanger Lane and A4089 Ealing Road following completion of the development at 255 Ealing Road;
- (iii) that subject to formal Cabinet approval of S106 developer contribution allocations, funding be allocated from S106 developer contributions and from the Transport for London funded waiting and loading restrictions programme;
- (iv) that officers be instructed to consult residents earlier than the intended early 2017 date and to investigate the earliest opportunity when consultation can commence and report back to the Chair;
- (v) that subject to the outcome of a public consultation, the Committee authorises the Head of Transportation to take all necessary steps for the introduction of controlled parking measures, subject to addressing or reporting back to Highways Committee, any substantial objections or representations received during statutory notification;
- (vi) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

7. Proposed review of the SH Controlled Parking Zone (CPZ).

Members received a report which informed them of the results of a consultation on the review and proposed changes to Controlled Parking Zone SH, which included Fernbank, Maybank and Rosebank Avenues, Sudbury. Tom Kennedy, Head of Transportation informed members that following the meeting of the Highways Committee on 17 July 2014 which considered a petition on SH zone, officers were instructed to proceed with a consultation on the review of the zone SH. The purpose of the review was to validate the data, as the results from the residents survey submitted with the petition may not be representative of the views of the local community and report the results to a future meeting.

A public consultation was carried out starting from 16 December 2014 for three weeks. The informal public consultation asked residents if they wanted changes to be made to the operational days and times of the zone. The consultation questionnaire suggested three options based on the standard CPZ operational times used in the borough, however, respondents also had the opportunity to make comments for consideration by Officers. The results were as follows; 74% of respondents wanted the hours of restrictions to remain unchanged or be extended, only 27% want the operational hours reduced. There was a significant majority of residents in all streets that did not want the operational hours reduced. Reducing hours in one street in the CPZ is likely to result in additional vehicles parking in that street. In addition, 56% of respondents want the operational days to remain unchanged or be extended, 43% want the operational days to be reduced.

The majority of residents in Maybank Avenue want the operational days reduced to Monday to Friday, however, reducing the operational days in this street would result in displaced parking from other streets. In conclusion, he recommended that the existing CPZ zone operational days and times remain unchanged.

RESOLVED:-

- (i) that the results of the consultation and analysis carried out by officers to review the operation of the SH CPZ following petitions from residents both for and against changes be noted;
- (ii) that the Head of Transportation be instructed not to make any alterations to the operational days or times in the SH CPZ;
- (iii) that the main petitioners be informed of the outcome of the Highways Committee decision in regard to this matter.

8. Petition requesting various traffic engineering measures on Brentfield, Stonebridge NW10

The Committee considered a report which responded to a petition requesting various traffic engineering measures on Brentfield / Hillside NW10 and detail works associated with an existing development being implemented in the area. Tom Kennedy, Head of Transportation set out the background to the petition and officers assessment of a recent survey of the route. Members heard that the survey identified traffic flows of 24,359 vehicles on an average day, in both directions combined. Tony Kennedy continued that new residential flats currently under construction would see improvements to the highway which would be funded by the developer as conditions of planning approval, under a Section 106 legal agreement. The highway improvement works would include the relocation of the pelican crossing near the junction with The Avenue, the introduction of a speed table in Hilltop Avenue at the junction with Hillside and the erection of bollards outside Tesco Express to discourage indiscriminate parking and vehicles mounting the pavements. The developer works were due for completion by autumn 2015.

The Head of Transportation informed members about the key features the final scheme being progressed by Officers for implementation by the end of March 2015. These would include the following;

Construction of a new zebra crossing in Hillside between its junctions with West End Close and Wesley Road to facilitate school children crossing the road safely and also to gain access to the recently opened school annex on the northern side of Hillside. A high number of PIA's occurred at this location.

Construction of an uncontrolled pedestrian crossing (pedestrian refuge island) at the centre of the carriageway in Hillside near the junction with First Drive, with the actual location chosen for this facility being in close proximity to shops and residential properties.

Construction of another uncontrolled pedestrian crossing (as above) near the junction with Sunny Crescent, with the proposed crossing close located to the local community centre and residential properties where a few personal injury accidents were reported.

Changing the existing traffic splitter island near the junction with Conduit Way into a pedestrian refuge island to facilitate an uncontrolled pedestrian crossing near the junction with Conduit Way.

Amendments to existing loading and waiting restrictions and introduction of 'no loading and no waiting at any time' restrictions along the stretch road to improve bus movement and road safety. There are few businesses located outside 173 Hillside which has already 'no loading and no waiting restrictions.

Extension to cycle route (45) by 29m near the bus stop outside 20 Hillside as a result of shortening of the bus cage. The cycle lane would be kept to its existing 1.5m width.

In view of the above it was felt that works being proposed as part of the ongoing development would improve road safety in the area and therefore it was not felt appropriate to consider further measures until the works were completed at which time the situation can be reviewed to assess if additional measures would be required

RESOLVED:

- (i) that the contents of the petition and the investigations undertaken by officers be noted.
- (ii) that it be noted that a local safety scheme for Brentfield Road / Hillside is included in the Transport for London funded Local Implementation Plan programme for construction in the 2014/15 financial year.
- (iii) that the response of officers to the petition, as set out in this report be noted and agreed that the work currently programmed to improve safety would address the concerns of the petitioners, and therefore no further action would be required at this time.
- (iv) that officers monitor the situation following completion of both the development related safety improvements and implementation of the local safety scheme.
- (v) that the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

9. **Any Other Urgent Business**

None.

10. **Date of Next Meeting**

Noted that the next meeting would take place on Thursday, 12 March 2015.

The meeting closed at 7.25 pm

G CRANE
Chair