

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 3rd June 2003 at 7.00 pm

PRESENT: Councillor Jones (Chair), Councillor Kagan (Vice-Chair) and Councillors Beswick & Thomas.

Councillors Fiegel, H M Patel, Sayers and Shaw also attended the meeting.

Apologies for absence were received from Councillor R S Patel who was unable to attend the meeting due to a family bereavement.

1. Declarations of Interest

Councillor Thomas advised those present that residents from Gay Close, Willesden Green had requested to address the Committee and that as ward councillor for Dudden Hill he had discussed with the petitioners their complaints on an earlier occasion.

2. Minutes of Highways Committee – 15th April 2003 (Special)

RESOLVED:-

that the minutes of the Highways Committee (Special) held on Tuesday, 15th April 2003 be received and approved as an accurate record subject to the following amendment:-

- (i) Item7 – Petition relating to Removal of Buses from Staverton Road, the first two sentences should read as:

“Mr O'Neill addressed the Committee and asked for the removal of buses from Staverton Road and called for the introduction of one-way re-routing of buses. Mr O'Neill added that five years ago, there were 20 buses using the route but currently there were in excess of 60 buses an hour.”

3. Matters Arising

There were none at this meeting.

4. Order of Business

RESOLVED:-

that the order of business be changed to that as set out below.

5. Petition Relating to Shree Swaminarayan Temple, Willesden Lane

The Committee received a petition from the Shree Swaminarayan Temple, Willesden requesting that all parking restrictions around the Temple be

lifted on at least five named days every year. This would allow worshippers to visit the Temple during Hindu New Year's Day, Diwali, Ramnavmi, Janmastmi and Patotsav.

On the 27th January 2003, the Highways Committee approved a report authorising officers to implement concessions outside religious premises to enable members of the congregation to park in the vicinity of their places of worship. The parking concessions as authorised by the Committee require the alteration of Traffic Management Orders. These alterations will be undertaken once funding becomes available.

Mr Hirani explained that the parking restrictions prevented both local residents and temple users from utilising the available parking in the area and that the nearest tube station was approximately one mile away from the Temple. He expressed confusion as to why the restrictions had been introduced and referred to the parking problems on Willesden High Road caused by people attempting to park and visit the Temple. Mr Hirani stated that no other communities faced such parking restrictions and that the request for a concession on parking enforcement for five religious dates was not excessive.

Mr Patel stated that the majority of the festival dates fell on a weekend and therefore the request for a concession on parking restrictions was less significant. Committee Members were advised that volunteers from the Temple, as opposed to Council employees or the police, could manage the parking arrangements around the Temple on any key dates and at no cost to the Council. He requested that the Committee lift the parking restrictions on the specified religious dates.

Phil Rankmore explained that as a matter of policy the Council could not lift the enforcement of parking restrictions and that Brent was not unlike any other borough in its approach to the matter. Members were advised that officers had consulted with local residents and the CPZ implemented in response to the parking problems around the Temple. As part of the consultation process, officers had discussed the issues with Neasden Temple to highlight effective event management. Mr Rankmore stressed that Temple stewards would not be able to assist with managing parking around the Temple as this was on the Public Highway. Members were advised that officers were keen to discuss the issues with local residents and Temple users and identify workable solutions.

In response to questions concerning funding, Mr Rankmore explained that funding was not an issue and that the funding for road safety measures in other parts of the borough were not affected by the scheme around the Temple. Some members of the Committee enquired as to when a meeting could take place between residents, the police and Council officers. Mr Rankmore explained that such a meeting could be arranged immediately at the request of representatives from the Temple. Having discussed the issues at length, Members stressed the importance of maintaining a good

working relationship with the Temple and highlighted the importance of such a meeting to find ways in which to resolve the parking problems. Thus the Committee added a further recommendation, as stated below.

RESOLVED:-

- (i) that the petition received from the Shree Swaminarayan Temple requesting the lifting of the parking restrictions around the Temple be noted;
- (ii) that it be noted the request is outside the approved concessions, agreed by the Committee on 27th January 2003, and officers be instructed to inform the Temple that their request unfortunately cannot be approved;
- (iii) that the Director of Transportation be authorised to organise a meeting with the Temple, and representatives of the Metropolitan Police to discuss the parking issues and other similar traffic management problems in and around the Shree Swaminarayan Temple in order to seek a way forward, if possible. Local Councillors will be notified of the meeting; and
- (iv) that it be agreed that officers meet representatives from the Shree Swaminarayan Temple as soon as possible to discuss the parking issues, if requested.

6. Progress Report on Controlled Parking Zones Programme

The Committee received a report updating them on progress of the programme of implementing Controlled Parking Zones (CPZs) in Brent since the report to the last meeting of the Committee. The report also informed members of the receipt of petitions and proposed courses of action in respect of:

- Traders of 831-859 Harrow Road, Harlesden requesting the provision of 'pay and display' parking and loading bays for customers and deliveries
- Residents of The Chine, The Croft, Elton Avenue and The Dell objecting to their inclusion in Zone ST CPZ (Sudbury)

The Chair invited those persons identified on the speaker's list to address the Committee regarding issues contained within the progress report on the Controlled Parking Zones (CPZ) Programme.

Cricklewood CPZ (Zone GM)

Ms Carol Reeman advised Committee Members that residents from the areas included in Zone GM were battling against residents from outside

Zone GM over the parking issues. Ms Reeman commented on the severity of the operational hours of the CPZ (Zone GM) and stressed the need for reconsultation amongst all residents regarding the scheme.

Ms Heyman spoke against the introduction of the CPZ and the draconian restrictions that had been imposed on local residents. Members were advised that no other area had such strict operational hours and a request was made that these be reviewed. Ms Heyman commented on the lack of consultation with local residents prior to the introduction of the scheme.

Mr Dunwell stated that the original consultation had been flawed regarding this scheme and that local residents had not been thoroughly consulted or informed about the proposals. Consequently, the area had been split up and there was now an urgent need to reconsult local residents to ensure that they still wished to be included in the CPZ (Zone GM).

Councillor Sayers commented on the success of the CPZ in Zone GM and the way it had helped ease parking problems in Cricklewood Broadway. However, Councillor Sayers stressed that the operational hours in the surrounding roads were too severe and that there was an urgent need for a review of operational hours in the area and the consultation process in general.

David Eaglesham acknowledged local residents' concerns regarding the consultation process and stressed that all comments and concerns would be taken into consideration and a review of the consultation process undertaken to try and improve the process. Any recommendations for improvements to the process would be taken back to the Committee for consideration. He then went on to explain that a review of Zone GM was currently underway and would last a few months once officers had spoken to local residents and ascertained how they wanted the review process to be conducted. Members welcomed the review and commented on the need to carefully consider and review the flexibility of operational hours of CPZ's across the borough.

Gay Close, Willesden Green

Ms Rundle presented a petition to the Committee regarding the proposed CPZ in Gay Close and commented on the residents' inability to raise objections to the proposed scheme until so late in the consultation process. Ms Rundle explained that whilst residents were in a position whereby their requests were being addressed by the Council, there was widespread concern that the consultation process was flawed and officers were urged to review the process for future schemes.

Phil Rankmore advised the Committee that the scheme was due to come into operation and acknowledged that consultation with residents in Gay Close had only been in the later stages of the process. Members were advised that Traffic Orders had been made and that the layout of traffic

bays and waiting restrictions would not be possible until a review had been conducted. However, a number of concessions relating to the scheme had been made and it was possible, following future consultation with local residents, that a revised scheme might be introduced. Mr Rankmore stressed that the residents' comments regarding the planning and consultation process would be taken into consideration and that officers would be speaking to residents from Gay Close in the future regarding the scheme.

Sidmouth Road

Councillor Shaw referred to the dangerous conditions in Sidmouth Road and requested to know what action was being taken. Phil Rankmore explained that he was happy to discuss the issues further with Councillor Shaw.

Queensbury Area

Mr Dunwell expressed concern that the consultation process was flawed and enquired as to why there was such uncertainty over the period of consultation intended in this area with a proposed time-scale of July-November 2003. A request was made to officers for on-going consultation with local residents and confirmation of more specific deadlines.

David Eaglesham explained that this area incorporated a large programme of traffic and parking schemes and that Traffic Regulation Orders were required for most of the schemes. Consequently, the consultation process could be delayed and there were no certainties regarding how quickly the process would be concluded and any proposed schemes implemented. Committee Members were advised that the duration of the process also depended upon the quantity of statutory consultations received by the Council and the number of objections submitted by local residents. Mr Eaglesham confirmed that residents would be notified in due course about specific deadlines.

Harlesden Gardens / Zone HW

Mr Chambers commented on the way in which the area was split into different CPZs, in particular how almost half of Crownhill Road was in Zone HW. Mr Chambers requested that the zones be reviewed so that Zone HW could be extended to Harlesden Gardens in order to ease the traffic problems in the area. Members were advised about the safety implications of the current CPZ in operation and how the inclusion of Harlesden Gardens would ease traffic congestion around the school gates and at the main junctions to key roads.

David Eaglesham responded that a number of streets had not been consulted about inclusion in the CPZ scheme on the basis that they would not be affected by the Congestion Charging Scheme. **Councillor Beswick**

stressed that Mr Chambers had raised a number of valid points and that it was important that officers consider a review of the areas included in the CPZ. **Councillor Thomas** declared an interest as ward councillor for Dudden Hill and highlighted his agreement that officers should review the scheme. He also commented on the hours of operation and the need to consult with local residents ahead of the consultation process to determine people's chosen hours of operation. Members agreed that the Committee should approve an additional recommendation (iv) for a review of those areas included in Zone HW.

Councillor Fiegel advised the Committee that all CPZ issues arising from the meeting would be put forward for consideration by the Scrutiny Committee at a future date to ensure that the consultation process was improved.

RESOLVED:-

- (i) that the progress on the Controlled Parking Zones programme funded by Capital funds from Transport for London (associated with the Mayor's congestion Charging Scheme for Central London and the Borough Spending Plan) and the Transportation Service Unit revenue budget, be noted;
- (ii) that the petitions received be noted and the courses of action proposed by officers specified in the report be agreed and that the petitioners be informed of these decisions;
- (iii) that it be agreed to exclude Sellons Avenue and Odessa Road from the HW Zone CPZ; and
- (iv) that it be agreed that officers review the inclusion of Crownhill Road, Manor Park Road, St John's Avenue and Harlesden Gardens in Zone HW.

7. Petition Relating to Central Road, Sudbury

The Committee received a report concerning a petition received by the Council in April 2003 from local residents concerning the speed of traffic in Central Road, Sudbury and a request for speed restrictions. Barry Philips advised the committee that following an analysis of traffic related accidents over a three-year period in the area and a speed survey, traffic travelled on average at 25mph along Central Road and the number of accidents were in line with the national average. In response to the findings of the officers' investigations members were asked to agree the following recommendations.

RESOLVED:-

- (i) that the contents of the petition and the issues raised therein be noted;
- (ii) that the investigations undertaken by officers be noted;
- (iii) that it be agreed investigations be undertaken to develop low cost engineering measures to address road safety issues

8. Springfield Estate Proposed 20 mph Zone

The Committee had before them a report outlining progress with the development of the proposed Springfield Estate 20-mph zone, detailing the results of the recent public consultation and seeking approval to proceed to statutory consultation and implementation. Barry Philips highlighted the level of support from local residents for this scheme and their involvement in the consultation process. He explained that there were currently eight 20mph zones across the borough.

RESOLVED:-

- (i) that the scheme development work undertaken by officers be noted;
- (ii) that the results of the public consultations undertaken recently with local residents of Springfield Mount estate be noted and the detail of the schemes be approved;
- (iii) that the Director of Transportation be authorised to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this Committee where he thinks appropriate, or to implement the orders for the schemes proposed in the report if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

9. Safer Routes to School Programme 2003/2004

The Committee had before them a report setting out the Safer Routes to School programme for this financial year 2003/04 and seeking approval for officers to proceed with all aspects of scheme development, public consultation statutory consultation and implementation in order to ensure the delivery of the programme within the 2003/04 financial year. Barry Philips explained that the scheme stemmed from the Borough Spending Plan and had involved participation by six schools, as identified in the report. In response to a question from Councillor Thomas regarding the lack of participation by schools south of Harlesden, Mr Philips explained that all schools across the borough had been invited to participate in the scheme for the following year but that not all schools had expressed an interest to participate.

RESOLVED:-

- (i) that the programme of Safer Routes to School schemes detailed in the report and the scheme development work undertaken so far, be noted;
- (ii) that the public consultation strategy to be adopted for the schemes in the programme, as detailed in the report, be noted;
- (iii) that the Director of Transportation be authorised to proceed with any necessary statutory consultation for the schemes, to consider any objections or representations and either to refer objections or comments back to this Committee where he thinks appropriate, or to implement the orders if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

10. Local Safety Schemes Programme 2003/2004

The Committee had before them a report outlining the Local Safety Schemes programme for this financial year 2003/04 and seeking approval for officers to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation in order to ensure the delivery of the programme within the 2003/04 financial year. Barry Philips explained that £1.3m had been awarded to the Council for the implementation of local safety schemes, the largest amount of funding awarded to any borough in London. The Committee was advised that the funding had to be spent within the year and that a large programme of schemes had been drawn up based on information provided by the Metropolitan Police relating to accident hot spots and personal injury accidents across the borough. It was hoped that a range of traffic engineering measures such as traffic islands, speed reducing measures and road marking improvements would reduce the annual number of accidents. Members noted that officers would try and ensure that there was no overspend in order to ensure that all the proposed schemes could be implemented.

Some Committee Members referred to specific accident hot spots such as on Harrow Road outside Kensal Green Station and sought clarification about the traffic engineering measures being implemented to alleviate the current problems and road safety issues. Committee Members welcomed the funding and expressed their support for the development of the scheme.

RESOLVED:-

- (i) that the extensive programme of local safety schemes detailed in the report and the scheme development work undertaken so far be noted;

- (ii) that the public consultation strategy to be adopted for the schemes in the programme, as detailed in the report, be noted;
- (iii) that the Director of Transportation be authorised to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this Committee where he thinks appropriate or to implement the order if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

11. Performance of Parking Enforcement Contract

Members considered the information in the report and commented on the need to highlight the importance of parking attendants reporting all incidents of violence, assault and injury to the police.

RESOLVED:-

that the report be noted.

12. Date of Next Meeting

The next meeting of the Committee is scheduled to take place on Wednesday, 23rd July 2003 at 7.00 pm.

13. Any Other Urgent Business

There was none at this meeting.

The meeting was adjourned at 7.35pm for a period of 10 minutes in order for members of the public to clear the Council Chamber and allow the orderly conduct of business to continue.

The meeting ended at 8.45pm

L JONES
Chair

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