

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 6th December 2005 at 7.00 pm

PRESENT: Councillor Jones (Chair), Councillor Kagan (Vice Chair) and Councillors Beswick and Fox.

An apology for absence was given on behalf of Councillor R S Patel.

Councillors R Blackman, Duffin, Joseph, Mendoza, H B Patel, Sayers, Ms Shaw and Wharton also attended the meeting.

1. Declarations of Interest

None

2. Minutes of Previous Meeting – 20th October 2005

RESOLVED:-

that the minutes of meeting of the Highways Committee held on 20th October 2005 be received and approved as an accurate record.

3. Matters Arising

Kenton Road Safety Scheme

The Chair asked for an update concerning the Kenton Road Safety Scheme. In reply, Harvi Mudhar (Traffic Team Leader, Transportation Unit) advised Members that the details of the scheme were being discussed in consultation with the London Borough of Harrow, local residents and statutory bodies. The scheme's design would be finalised following the results of the consultation in January 2006 and it was anticipated that the Traffic Management Order would be created in time for implementation of the scheme in March 2006. Upon the scheme's implementation, monitoring of surrounding roads, including Sedgcombe Avenue, would be undertaken and the results reported back to the Committee.

Sherrick Green Road

In reply to the Chair's query concerning an update on Sherrick Green Road, Mr Mudhar advised Members that investigations, including traffic and speed surveys, were ongoing and the results would be reported back at a future meeting of the Committee. Members were advised that any action undertaken would be dependent on the funding available during 2006/2007.

Preston Road

Councillor H B Patel enquired when any changes to the current parking arrangements for the section road of road addressed by the Preston Road:

Traders and Residents' Petition at the previous meeting would be undertaken. In reply, Satnam Sahota (Parking Team Leader, Transportation Unit) advised Members that detailed surveys were required, such as parking duration studies, which would be reported back to the March meeting of the Committee. He added that the Enforcement Team were monitoring the 1 hour scheme in place along another stretch of Preston Road and confirmed that the zig zags would remain unchanged as they were of the optimum length.

Hassop Road

In answer to a query from the Chair, Mr Sahota advised Members that the use of Closed Circuit Television cameras (CCTV) for enforcement purposes was a possible solution to the problems being experienced in Hassop Road. However, Mr Sahota added that because of the relatively high cost of such measures, officers would possibly need to seek funding from Transport for London (TfL).

Councillor Sayers commented that the short term costs of installing CCTV would be offset by the money saved from its effective prevention against fly tipping along the road.

Oman Avenue Library

The Chair confirmed that she had obtained the approval from the Head of Libraries for the forecourt area of the Oman Avenue Library to be used as a public parking space.

Olive Road

The Chair confirmed that the remaining section of Olive Road not currently part of a Controlled Parking Zone (CPZ) scheme would be included as part of an extension of zone GM CPZ and would be implemented through a pay and display scheme.

Christchurch Road

Members noted that a report would be presented to a future Committee meeting in respect of Christchurch Avenue following a request from the November meeting of the Council.

4. Deputations

None

5. Petitions

The Committee noted that the following petitions had been received containing in excess of 50 signatures.

(a) ***Petition relating to proposal for passing bays in Staverton Road***

This petition requested that:

“The residents of Staverton Road, NW2 request TfL, London Buses and Brent to abandon any proposal to introduce bus passing bays on the residential street. This would have serious and permanent implications for the character and layout of the road, for the value of our property, a reduction in parking spaces and would negatively affect those residents living opposite the bays.”

Mrs Robertson, representing the petitioners, indicated her approval of the recommendations in the report. Mrs Robertson stated that the petitioners believed there were an excessive number of buses passing through Staverton Road and that introducing passing bays would not provide an effective solution to the problems being experienced for the following reasons:

- (a) Buses in batches of 4 or more would not fit into the passing bays
- (b) The passing bays would increase access problems for disabled people wishing to visit Staverton Surgery
- (c) There would be a loss in the number of parking spaces
- (d) The value of properties along the road would be reduced
- (e) The passing bays would alter the layout and character of the road
- (f) There would be excessive noise caused by idling bus engines
- (g) There would be an overall negative impact on the quality of life

Mrs Robertson suggested that efforts should be made to reduce overall congestion and the number of buses along Staverton Road, adding that introducing a one way system could be a solution. She also requested that the Council ask TfL to re-route buses that currently used Staverton Road.

In reply to a query from Councillor Kagan, Mrs Robertson confirmed that residents would be willing to consult with TfL and Members regarding re-routing bus route number 52.

Decisions relating to this petition were agreed under the Petition Relating to Proposal for Passing Bays in Staverton Road report.

(b) ***Petition requesting a consultation be undertaken concerning the proposed Controlled Parking Zone Scheme for Chambers Lane***

A petition from residents of Chambers Lane and surrounding roads stated that:

“I, the undersigned, wish the Council to consult me with regards to controlled parking zones in my area.”

Mr Cleary, representing the petitioners, stated that the petition had been submitted due to increasing parking difficulties caused by commuter and trader parking. He understood that no recent consultation had been undertaken concerning the possibility of roads surrounding Chambers Lane being included as part of CPZ Zone GS and he asked that this consultation therefore be undertaken at the earliest opportunity. He acknowledged that an earlier consultation for these roads had not indicated support for inclusion in a CPZ scheme, however he asserted that traffic levels had been lower at that time.

Mr Sahota advised Members that the roads addressed in the petition would be included in the Transportation Service Unit’s programme of future consultations on CPZs for the 2006/07 financial year. Mr Sahota confirmed that Chambers Lane was to be included as part of CPZ Zone GH due to the majority support received during a second consultation that had been undertaken.

Decisions relating to this petition were agreed under the Progress Report on Controlled Parking Zone Programme.

(c) ***Petition requesting traffic management improvements following temporary closure of Windermere Avenue***

A petition from residents of Windermere Avenue and surrounding roads stated that:

“We, the undersigned request that Brent Council take urgent action to address the traffic problems that are a direct result of the closure of Windermere Avenue.”

Mr Mudhar advised Members that Windermere Avenue was temporarily closed until February 2006 due to essential stabilisation works being carried out by Metronet Rail and London Underground. Following the submission of the petition, officers had met with residents and local businesses where a range of options were discussed and it was agreed that officers would continue to monitor the situation and make any necessary modifications.

Councillor Mendoza, in acknowledging the need for the essential works, spoke of the traffic problems being experienced as a result of the temporary closure of Windermere Avenue. He stated that residents were happy that traffic cones had been laid down, but added that he understood they had also requested that phased

temporary traffic lights be introduced at the junction with Preston Road.

Councillor H B Patel reiterated the current traffic problems being experienced in the area, commenting that Preston Road in particular suffered from heavy congestion from early afternoon to evening. He suggested that alterations be undertaken along Preston Road in order to ease the volume of traffic on the side roads.

In reply to the issues raised, Mr Mudhar acknowledged that traffic flow problems were being experienced during school hours and peak rush hour times. However, he advised Members that following a number of site visits, officers had determined that introducing traffic lights would exacerbate the traffic flow problems and that the police had also agreed with this observation. Members heard that introducing phased traffic lights at the Preston Road junction would be considered as an option if the on-going monitoring of the situation indicated that further action was required. Mr Mudhar also advised Members that an update on this issue would be presented to the Committee at the March 2006 meeting and ward councillors would be kept informed of the situation.

Phil Rankmore (Director of Transportation Unit) added that a 3 phase traffic lights system would need to be introduced in order to ensure safety, however this was likely to cause further congestion.

RESOLVED:-

that the contents of the petition be noted

- (d) ***Petition against change of operational hours of Controlled Parking Zone scheme for Chestnut Avenue, Chestnut Court, Chestnut Grove and Perkin Close***

This petition stated that:

“We, the undersigned residents of Chestnut Avenue, Chestnut Court, Chestnut Grove and Perkin Close wish to formally lodge our strong objections to any proposed change in the existing hours of the Controlled Parking Zone for reasons stated in our previous petition to you, dated 6th October 2005. We wish the hours of operation in our streets to remain unchanged – the same as those of the neighbouring areas close to Sudbury Town, as listed in your letter of 6th September 2005.”

The Chair confirmed that the operational hours for the CPZ scheme for Chestnut Avenue, Chestnut Court, Chestnut Grove and Perkin Close would remain unchanged.

RESOLVED:-

- (i) that the contents of the petition be noted; and
- (ii) that the existing operational hours of the Controlled Parking Zone scheme for Chestnut Avenue, Chestnut Court, Chestnut Grove and Perkin Close remain unchanged

6. Petition relating to Proposal for Passing Bays in Staverton Road

The Committee had before them a report informing them that a petition had been received by the Council requesting that a proposed trial of passing places in Staverton Road be abandoned.

Gerry Devine (Principal Public Transport Officer) introduced the report and acknowledged that there were an excessive number of buses using Staverton Road. Members heard that an earlier request by the Council to re-route bus route number 52 closer to Willesden Green Station had been refused by TfL, which had resulted in the passing bays proposals. Members were advised that the petition had been submitted prior to the passing bay proposals undergoing consultation. Mr Devine stated that the Council had successfully persuaded TfL to re-route bus route number 6 away from Staverton Road and that the same efforts would be made in respect of bus route number 52, although he added that TfL had sole authority in deciding bus routes.

Councillor Duffin indicated his support for the recommendations in the report and asked that Committee consider an amendment to recommendation (iv) to include diversion of bus route number 52 via Sidmouth Road, Willesden Lane and Willesden High Road, as requested by a petition he had submitted to TfL on behalf of residents.

Councillor Ms Shaw indicated her support for the abandonment of the passing bays, however she asked that residents of surrounding roads as well as Staverton Road be consulted concerning re-routing options for bus route number 52. She requested that recommendation (iv) be duly amended that it be conditional on results of the consultation with these residents or that the recommendation be deferred for consideration at a later stage if appropriate.

Members discussed the issues that had been raised by residents and ward councillors. Councillor Kagan suggested that TfL could be minded to re-route bus number 52 if the Council and residents were able to make a sound business case for such a change. The Chair commented that there had been widespread involvement by a number of groups and organisations to resolve this issue and she confirmed that the Council had only intended to operate bus passing bays on a trial basis if the proposals had received support during consultation. The Chair suggested that a one-way system could be difficult to implement because of the possible

objections received, adding that the existence of a CPZ scheme in surrounding roads would contribute to practical difficulties in introducing this.

Members agreed to an amendment to recommendation (iv) to include the diversion of bus route number 52 via Sidmouth Road, Willesden Lane and Willesden High Road as had been suggested by Councillor Duffin.

RESOLVED:-

- (i) that the contents of the petition and the investigations undertaken by officers be noted;
- (ii) that the continuing concerns of residents be referred to London Buses for their comment;
- (iii) that proposals for bus passing places be abandoned but that officers continue to seek alleviation of traffic problems caused by buses in this area, by trying to secure a bus network which meets the needs of passengers and minimizes the environmental impact of buses; and
- (iv) that officers respond to London Buses consultation on proposed changes to route 52 in connection with the western extension to the Congestion Charge Zone, by requesting diversion of the existing route via Sidmouth Road, Willesden Lane and Willesden High Road.

7. Controlled Parking Zones – Progress Report

The Committee received a report informing them of the progress with the programme of implementation of Controlled Parking Zones (CPZs) and on the outcome of consultations on CPZ proposals for the Hardinge Road area, Kensal Rise (Zone KH), and for Doyle Gardens (extension to Zone KL). The report also informed Members of the receipt of a petition from residents of Alexander Avenue, Bryan Avenue, Chambers Lane, Dobree Avenue and Rowden Avenue (Willesden) requesting that they be consulted with regards to a CPZ for their area.

Mr Sahota introduced the report and drew Members' attention to the extensions to existing CPZ schemes and updates on newly proposed CPZ schemes.

Councillor Joseph indicated her approval that CPZ Zone KL be extended to include Doyle Gardens and enquired when the scheme would be implemented. Councillor Joseph also commented on the large number of vehicles being parked along All Souls Avenue at the Wrottesley Road end and enquired when CPZ measures could be considered for that section of the road.

Councillor Sayers commented on the impact on safety with regard to excessive parking that was occurring where Olive Road met Oman Avenue and suggested that a double yellow line be introduced.

Tony Anthoniou, representing residents in the Willesden Green area, stated that residents had expressed concern about the likely impact of CPZ zones GH and GC being introduced at different times. In particular, he felt that Churchill Road and Sandringham Road would suffer from displacement parking in between the current implementation of zone GH and zone GC's implementation in February 2006. He suggested that residents be allowed to park in either zones before the implementation of zone GC, or that both zones be implemented simultaneously. Mr Antoniou also enquired whether retailers in CPZ Zone GH could obtain business permits on a 6 month or yearly basis.

In reply to the issues raised, Mr Sahota advised Members that the CPZ scheme for Doyle Gardens would be implemented subject to statutory consultation, and providing no relevant or significant objections were received, would be introduced in March 2006. He added that as the informal consultation had indicated strong support for a CPZ scheme, it was not anticipated that implementation would be delayed by objections. With regard to All Souls Avenue, Mr Sahota advised Members that the response to the Zone KH CPZ consultation had shown that the majority of respondents were against the CPZ proposals. Mr Sahota recommended therefore that this section of All Soul's Avenue be excluded from Zone KH, particularly as the section of All Soul's Avenue south of Hardinge Road, which was not included in the consultation was not currently in a CPZ. Members heard that a Traffic Management Order was being drafted to introduce double yellow lines where Olive Road met Oman Avenue for implementation early in 2006 either as part of a CPZ scheme or as a short term waiting restriction.

Commenting on CPZ schemes zone GH and zone GC, Mr Sahota acknowledged the problems highlighted by Mr Antoniou but advised Members that simultaneous implementation was not possible, stating that delaying implementation of zone GH would be unfair to residents in that zone. He added that there was already a high level of on-street parking in zone GC, hence it was unlikely that there would be a significant level of parking displacement from Zone GH to Zone GC. Mr Sahota confirmed that both 6 month and 1 year business permits were available in zone GH and he stated that he would investigate why these permits had not been offered to retailers in this zone.

The Chair confirmed that a letter would be sent to residents early next year advising them that they would be permitted to park in other roads whilst their road was being line painted during the implementation of zone GC.

RESOLVED:-

- (i) that the progress reported by officers on the Controlled Parking Zones programme be noted;
- (ii) that the outcome of the consultation carried out in Zone KH, detailed in item 3.13 of the report, be noted and it be agreed that the CPZ be progressed to statutory consultation and implementation;
- (iii) that the outcome of the consultation carried out in Doyle Gardens, detailed in item 3.15 of the report, be noted and it be agreed that the statutory consultation be progressed for the inclusion of Doyle Gardens in Zone KL CPZ;
- (iv) that the petition from residents of Alexander Avenue, Bryan Avenue, Chambers Lane, Dobree Avenue and Rowden Avenue (Willesden) be noted and that the area shown at appendix 1 to the report be included in the Transportation Service Unit's programme of future consultations on CPZs for the 2006/07 financial year; and
- (v) that the Director of Transportation be authorised to proceed with the statutory consultation in respect of Zone KH and Doyle Gardens, to consider any objections or representations and either to refer objections or comments back to the 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.

8. **Wembley High Road, Road Safety Scheme**

Mr Mudhar introduced the report that informed Members of the recent public consultation results for the proposed Road Safety and Bus Priority scheme for Wembley High Road which included St John's Road and Elm Road and requested approval to officers' recommendations.

Councillor Wharton, speaking on behalf of Councillor V Brown, expressed concern about the extra traffic that would be generated along Elm Road as a residential road and also the loss of Elm Road car park. He stated that due to the proposed partial closure of St Johns road, the car park along this road would be difficult to access and suggested that the loss of parking places could impact upon local businesses in the area. He asked that the situation be closely monitored.

In reply to the issues raised, Mr Mudhar advised Members that the junction of Elm Road with Park Lane would be investigated and that additional funding from the existing budget and from the London Bus Priority Network scheme would allow for improved signage including directions to the car park and for pedestrians. Members heard that a future report regarding this item would be presented before a future Committee meeting.

RESOLVED:-

- (i) that the outcome of the consultation results as detailed at appendix A to the report be noted;
- (ii) that the contents of the petition received from the local businesses and the issues raised, and the actions taken by the officers to resolve these issues, be noted;
- (iii) that it be agreed that officers proceed with the partial closure of St John's Road and the Director of Transportation be authorised to proceed with the necessary statutory consultation, to consider any objections or representations and either to report these back to this Committee or to implement the orders for the proposed schemes if there are no objections or representations or he considers these to be groundless or insignificant;
- (iv) that officers submit a subsequent report to Highways Committee when twelve months have elapsed (or such alternative period as officers think appropriate following the partial or full completion of the Octavia New Housing and Care Development and car park arrangements on Elm Road.

9. Date of Next Meeting

It was noted that the next scheduled meeting of the Highways Committee would take place on Wednesday, 25th January 2006.

10. Any Other Urgent Business

None

The meeting ended at 8.15 pm

L JONES
Chair

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