

MINUTES OF THE HIGHWAYS COMMITTEE
Wednesday, 25th January 2006 at 7.00 pm

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

Councillor R Blackman also attended the meeting.

1. Declarations of Interest

None declared.

2. Minutes of Previous Meeting – 6th December 2005

RESOLVED:-

that the minutes of meeting of the Highways Committee held on 6th December 2005 be received and approved as an accurate record.

3. Matters Arising

Preston Road

The Chair asked for an update concerning surveys undertaken with regard to parking arrangements in the section of Preston Road addressed by a petition submitted to the Committee on 6th December 2005. In reply, Satnam Sahota (Parking Team Leader, Transportation Unit) advised Members that a report detailing the survey's findings would be reported to the 22nd March 2006 Committee meeting.

Oman Avenue

In reply to a query from the Chair, Mr Sahota confirmed that residents of Oman Avenue had expressed concern that their road could be subject to displacement parking in light of the impending implementation of a CPZ scheme in Dicey Avenue and Olive Road. Members heard that a petition from the residents had been received requesting that an early consultation be undertaken once the scheme was introduced and officers would consider the request once the required number of petition signatures had been confirmed.

Christchurch Avenue

In reply to a query from the Chair, Harvi Mudhar (Traffic Team Leader, Transportation Unit) advised Members that a meeting had taken place between officers, Ward Councillors and residents with regard to a possible speed restriction scheme along Christchurch Avenue. Members noted that the introduction of any such scheme would not be until the new financial

year 2006/2007 starting in April 2006, due to budget limitations in the current financial year.

Staverton Road

Councillor Kagan advised Members that she was awaiting a reply to a letter submitted to London Buses regarding residents' requests in a petition considered before the 6th December 2005 meeting asking that the introduction of passing bays to Staverton Road be abandoned and that bus route number 52 be re-routed via Sidmouth Road, Willesden Lane and Willesden High Road.

Councillor R Blackman commented that he had also submitted a petition in respect of this issue to the Mayor of London and was awaiting a response.

Hardinge Road

The Chair confirmed that Hardinge Road would be included in any subsequent consultation concerning CPZs in the area.

Controlled Parking Zone (CPZ) GC

The Chair confirmed that residents in CPZ zone GC in Willesden had been sent letters informing them that they would be permitted to park in surrounding roads whilst parking bays were being marked in their road. The Chair added that similar letters would be sent to the affected residents with regards to markings of parking bays during the implementation of the extension of CPZ zone HW in Harlesden.

4. Deputations

None

5. Progress Report on Controlled Parking Zones Programme

Mr Sahota introduced the report updating Members on progress with the Controlled Parking Zones (CPZs) implementation programme in Brent since the report to the last meeting in December 2005. He drew Members' attention to the extensions of existing CPZs and CPZ zones HW and ST as set out in the report. Mr Sahota also advised Members that the changes to Zone ST following the review would now be implemented in April 2006.

In reply to queries from the Chair, Mr Sahota confirmed that the extensions of CPZ zones GB and GH were due to the displacement parking that had subsequently occurred in these areas after the implementation of these schemes in surrounding roads. Mr Sahota also confirmed that residents of Chestnut Avenue, Chestnut Court, Chestnut Grove and Perkin Close had been informed that the operational hours for their CPZ scheme would

remain unchanged and that these streets would become part of CPZ zone SA.

Mr Chambers addressed the Committee concerning Sellons Avenue, which was shortly to undergo implementation of a CPZ scheme as part of the extension of zone HW. He expressed concern that parked vehicles could interrupt the flow of traffic in Sellons Avenue and therefore requested that Members consider introducing parking bays on both sides of the road that utilised space on the footways for up to 1 foot from the kerb. Mr Chambers circulated photographs to Members at the meeting to illustrate the issues raised.

During discussion, Members commented that Mr Chambers' suggestion was worthy of further investigation. The Chair commented that pavement strengthening was an expensive exercise.

In reply to the issues raised, Phil Rankmore (Director of Transportation), advised Members that footway parking was possible providing that there was sufficient space remaining on the footway for pram and wheelchair use. Mr Rankmore confirmed that footway strengthening would be required and that the agreement of the relevant gas, electricity and water companies obtained if footway parking was to be introduced. Mr Rankmore added that the presence of trees and fire hydrants on the footway could contribute to an overall reduction in parking spaces.

Mr Sahota added that the kerb heights would also need to be considered and he confirmed that officers would investigate the possibility of introducing Mr Chambers' suggestion before implementation of the extension of CPZ zone HW.

RESOLVED:-

- (i) that the progress to date be noted and it be agreed officers proceed with the programme of implementation of CPZs; and
- (ii) that the Director of Transportation be authorised to consider objections and representations to the statutory consultation mentioned in the Detail part of the report and that he report back to Members if there are substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

6. Clarendon Gardens and Manor Drive Area Traffic Study

Harvi Mudhar (Traffic Team Leader, Transportation Unit) introduced the report to Members which sought approval to proceed with the carrying out of a public consultation exercise with the residents and the necessary statutory consultation. Mr Mudhar advised Members that a joint working group comprising local residents, Ward Councillors, the police and officers had met on a number of occasions to develop the scheme's proposals.

Members heard that the original scheme had intended to limit vehicle speeds to 20mph along Clarendon Gardens and Manor Drive, however because of the large volume of traffic on both these roads the proposals had been amended to introduce a Gated Closure in Clarendon Gardens and a one way system in Manor Drive. If the proposals were approved, Mr Mudhar advised Members that the Gated Closure operational on Wembley Stadium Event Days at the east end of Clarendon Gardens would need to be removed and clear signage introduced to inform drivers that the road was a cul-de-sac and that parking controls were in force on Event Days. Mr Mudhar advised Members that these proposals were recommended on an experimental basis and the findings would be reported back to the Committee after the scheme had been in operation for 6 months. Members noted that the proposals would undergo consultation between 10th February 2006 and 6th March 2006, during which 3 public meetings would be scheduled.

Councillor R Blackman, speaking on behalf of Councillor Mrs N Blackman who was a Ward Councillor in the area, stated that the proposals had gone some way to addressing the concerns and Mr Mudhar acknowledged Councillor R Blackman's comments that the one way system for zone 3 was from Wembley Park Drive to Wembley Hill Road and not from East Lane as referred to in the report. Councillor R Blackman felt that as the proposals would not necessarily receive the initial support of all residents, that due attention should be given in clearly informing residents of the benefits of the scheme and in monitoring and enforcing the scheme where necessary. He also suggested that there was a possibility that displacement traffic would occur in St Johns Road as a result of the Gated Closure in Clarendon Gardens. Members were informed that Ward Councillors wished to see double yellow lines introduced at the junction of Wembley Park Drive and Manor Drive to ease flow of traffic.

During discussion, Councillor Fox commented that it was likely that some vehicles would initially erroneously drive down Clarendon Gardens even with clear signage, however drivers would soon become familiarised with the new road layout. Councillor Fox felt that there was sufficient space for vehicles to undertake a U turn in Clarendon Gardens if they had made such an error.

In reply to the issues raised, Mr Mudhar advised Members that the temporary schemes would be closely monitored and a separate study would be carried out investigating traffic movement along East Lane to look at possible ways to improve traffic movement at its junctions. Members noted that officers would seek to improve signage along both St Johns Road and the signage alerting drivers of the Gated Closure at the roundabout on the eastern side of Clarendon Gardens. Mr Mudhar also confirmed that yellow lines would be introduced for some sections of the roads included in the proposals.

RESOLVED:-

- (i) that the scheme development work undertaken by officers to date be noted;
- (ii) that officers be authorised to consult on the proposals recommended as part of this study;
- (iii) that the Director of Transportation be authorised to proceed with public and statutory consultation, to consider any objections or representations and either to refer objections or comments back to this Committee where the Director of Transportation believes appropriate, or to implement the orders for the proposed scheme in the report if there are no objections or representations, or where it is considered the objections or representations are groundless, insignificant, irrelevant or frivolous;
- (iv) that the introduction of the one way working system in Manor Drive on an experimental basis be approved;
- (v) that (subject to further consultation as set out above) the introduction of the Gated Closure in Clarendon Gardens on an experimental basis as shown on the plan attached and the removal of the existing barrier at the eastern end of Clarendon Gardens at the Five Ways junction that operates on event days be approved; and
- (vi) that officers be instructed to monitor the traffic impact of the proposals shown in (iv) and (v) above and a further report be brought before the Committee after 6 months of the proposals being in operation.

7. **Cycling Strategy for the A5 Corridor**

Mr Mudhar introduced a report that updated Members of the current situation with regard to cycle facilities on the A5 corridor. Members heard that their approval was sought to re-assess the cycling strategy for the Local Cycle Network (LCN) + A5 corridor in view of the joint borough approach with LCN+ officers. Mr Mudhar advised Members that Plan A as set out in the report sought to take bicycles off the A5 due to the speed and volume of traffic making the road too dangerous for cyclists and an independent consultancy had been recruited to investigate this. Mr Mudhar stated that the western diversion as set out in the report would mean cyclists would be diverted via a park which would contradict current bye-laws. Members noted that the relevant bye-laws would need to be changed if the western diversion was to be approved as currently proposed.

During discussion, Councillor Fox welcomed the opportunity to work with officers in identifying the best solution. He also indicated that at this stage option 2 in the report was in his view the preferred option as the cycle paths would act as a natural barrier between the factories and the public footpaths. Councillor Beswick stressed the need for a holistic approach in determining the final proposals and that the bye-laws should be reviewed and amended where necessary.

In reply to the issues raised, Mr Mudhar advised Members that Parks Services had been approached with regard to the possibility of amending the current bye-laws.

RESOLVED:-

- (i) that the outcome of consultation that has been undertaken between Brent, LCN+ and the adjoining boroughs involved in the project be recognised;
- (ii) that the cycling strategy for the LCN+ A5 corridor through Brent be amended to include alternative routes off the A5 as part of the LCN+;
- (iii) that the need to alter the bye-laws to allow for cycling on routes within certain parks in order to include alternative routes be recognised;
- (iv) that officers be instructed to proceed with identification of, and subsequent scheme development on, the alternative (off A5) routes for the A5 corridor; and
- (v) that the Director of Transportation be authorised to proceed with any necessary public and statutory consultation and to consider any objections or representations and either to refer objections or comments back to this Committee where it is thought appropriate or to implement the order if there are no objections or representations, or if it is considered the objections or representations are groundless or insignificant.

8. Review of Charges in Brent's Car Parks

The Committee had before them a report detailing objections received at the statutory consultation stage to Brent Council's proposal to reduce the duration of stay in the Council operated and maintained off-street car parks from all day to a maximum of four hours, and the proposed increase in parking charges.

Mr Sahota introduced the report providing Members of details of the objections received at the statutory consultation stage to Brent Council's proposal to reduce the duration of stay in the Council operated and

maintained off-street car parks from all day to a maximum of four hours, and the proposed increase in parking charges. Members noted the recommended new charges before them.

In reply to a query from the Chair, Mr Sahota advised Members that the principal objections received were in relation to the car park in Preston Road.

Councillor R Blackman expressed concern that local businesses in Preston Road could be affected by the proposed charges as commuters would instead park along the surrounding streets that would otherwise be used by customers of these businesses. He also suggested that income levels could be reduced because the new charges would dissuade a number of people from using the car park. Councillor R Blackman also enquired whether the option of free parking had been considered during the consultation as he felt this was particularly beneficial to shoppers.

In reply to the issues raised, the Chair stated that the newly proposed charges were comparable with other London boroughs. Mr Rankmore added that the quality of the surface and lighting was high in Preston Road car park and easily justified the proposed new charges. Mr Sahota advised Members that free parking was not considered as an option during the consultation, adding that free parking facilities were already available in some sections of Preston Road.

RESOLVED:-

- (i) that the objections received to the Traffic Management Order, reference TO/15/010/BFM be noted;
- (ii) that it be agreed to retain the option of all day parking in Brent's off-street car parks, pending the review of the Council's Parking Strategy, and that the charge for all day parking be £3.00;
- (iii) that the objections received to the proposed increase in parking charges in Brent's off-street car parks be overruled, and that officers be instructed to implement the following charges:

DURATION	CHARGE
1 Hour (or part thereof)	50p
Up to 2 hours	£1.00
Up to 3 hours	£1.50
4 hours & all day	£3.00

; and

- (iv) that the objectors be notified of the Committee's decision.

9. **Date of Next Meeting**

It was noted that the next scheduled meeting of the Highways Committee would take place on Wednesday, 22nd March 2006. The Chair added that the date of a Special Meeting of the Highways Committee to consider the responses to the statutory consultation for the Wembley Stadium Event Day parking scheme would be confirmed shortly.

10. **Any Other Urgent Business**

None

The meeting ended at 7.50 pm

L JONES
Chair