



# **LONDON BOROUGH OF BRENT**

## **MINUTES OF THE HIGHWAYS COMMITTEE**

**Tuesday 7 February 2012 at 7.00 pm**

PRESENT: Councillor J Moher (Chair), Councillor and Councillors Beswick, Long and R Moher

Also present: Councillors Beckman, Cheese, Harrison, Hashmi, Kansagra and Lorber

Apologies were received from: Councillors Powney and Jones

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

None declared.

### **2. Minutes of the previous meeting - 13 December 2011**

RESOLVED:-

that the minutes of the previous meeting held on 13 December 2011 be approved as an accurate record of the meeting.

### **3. Matters arising**

#### ***Willesden Junction and Wembley Central station issues***

In response to Councillor Long's request for an update, Tim Jackson, Head of Transportation stated that the first meeting that discussed Willesden Junction station issues took place at the end of January and was attended by all main players. He undertook to circulate the decisions after the next meeting re-scheduled for March 2012. He added that issues pertaining to Wembley Central were also progressing – particularly the works to improve access and appearance.

### **4. Deputations**

None.

5. **Petition for pelican crossing outside Fryent Primary School, Church Lane, NW9**

The Committee received a report which informed members of a petition signed by 102 residents seeking the introduction of pelican crossing on Church Lane outside Fryent Primary School on grounds of safety of the school children crossing the road at that location.

Tim Jackson, Head of Transportation, informed members that traffic signals within Greater London were owned, installed and maintained by Transport for London (TfL). It was their decision (and not the Councils) as to whether any new traffic signals, including pelican crossings, can be installed at any particular location. He added that TfL's currently aimed to minimise the introduction of new traffic signals within Greater London and to that end they have established criteria on personal injury accidents (PIA) and the level of pedestrian activity associated with the site (PV2) that have to be met as part of the approval process for new signals. He advised that Church Lane, with only one PIA in the last 3 years which represented 0.3 and PV<sup>2</sup> of 0.7, fell short of TfL's required level of 1.8 and 1.0, respectively. He advised that even had the criteria been met, funding for the introduction of the pelican crossing would have to be identified.

In view of the above and in accordance with the decision of the Executive in relation to the School Crossing patrol service, officers had been examining opportunities to introduce additional risk mitigation measures in the vicinity of the school entrance which would be consulted on with the local community in February 2012. He outlined the key elements of the proposals for which budget provisions had been identified utilising a developer S106 contribution, as follows;

- The raising of the existing zebra crossing outside the school to reduce vehicular approach speed.
- The introduction of a raised informal crossing point at the site of an existing traffic island south of the school so as to enhance the crossing point and to assist in slowing the speed of vehicles along that section of Church Lane.
- The installation of vehicle activated signs (VAS) to deter excessive speed on the approaches to the zebra crossing.
- The provision of additional road safety education training alongside additional parking enforcement.

Mrs Prabh Salaman, a parent governor of Fryent Primary school, in addressing the Committee stated that children's safety had become even more paramount following the deletion of the post of school crossing patrol. As a result, the officer's statistics taken when the crossing patrol was in post was significantly different from the current situation. In reference to the school's proposed expansion programme, Mrs Salaman stated that with increased pupils and activity, the current situation was likely to be aggravated. She re-iterated the request for a pedestrian pelican crossing which she felt would be a safer option than the current zebra crossing. In commenting on the rear entrance to the school, Mrs Salaman stated that the rear entrance would be for the nursery school only and would not assist in the safety of

the other children mainly from reception to class 6 who would be crossing Church Lane, a busy road, to Fryent Primary School.

In noting the report, Members felt that it would be prudent for the Head of Transportation to reconsider the petition in the light of the school's proposed expansion programme and instructed the Head of Transportation accordingly.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the course of action taken by officers to mitigate risks at the entrance to the school as outlined in the report be noted;
- (iii) that the Head of Transportation be instructed to reconsider the petition in the light of the proposed expansion of the school and report to this Committee at an appropriate date.

## 6. **Proposed extension of GA controlled Parking Zone**

The report informs Committee of the results of the consultation on extending the existing GA Controlled Parking Zone (CPZ) that was recently undertaken.

Tim Jackson, Head of Transportation, in setting the background to the report stated that the Committee instructed officers to re-consult in all areas where there had been a broad support for controlled parking because decision on emission based permit charging regime had been made without their knowledge. The GA CPZ extension area was one such area where re-consultation on the proposed extension was repeated. The Head of Transportation informed members that in every street consulted (Anson Road, Gardiner Avenue, Henson Avenue and Tracey Avenue), the majority of respondents were supportive of extending the CPZ.

He recommended that as the consultation identified a high level of support the GA CPZ be extended into all the streets consulted in the recent exercise subject to completion of the necessary statutory consultation. In reference to the residents of Henson Avenue, he added that officers would be able to incorporate their suggestions for a slightly different arrangement for road markings.

Mr Bernard Woods speaking on behalf of Henson Avenue Residents' Association (HARA) endorsed the officer's recommendation to extend the GA CPZ to include Henson Avenue subject to implementation of the design of road markings which they had submitted to an officer of the Council. In urging the Committee for implementation, Mr Woods added that the submitted design was more likely to discourage displacement parking.

RESOLVED:

- (i) that the results of the most recent consultation into the proposal to extend the GA CPZ be noted and that the proposal to extend the CPZ into all streets consulted be agreed, subject to the completion of the necessary statutory consultation;

- (ii) that the Head of Transportation be authorised to consider any objections and representations to the statutory consultation and to report back to Committee if there are significant or substantial objections or concerns raised, otherwise to implement the extension of the GA CPZ.

## **7. Local Implementation Plan (LIP) - TfL capital allocation 2012-2013**

The Committee received a report that outlined recent procedural changes to the arrangements for making that allocation. The report also provided details of the 2012/13 LIP allocation and scheme programme approved by Transport for London (TfL) for 2012/13.

Tim Jackson, Head of Transportation, in introducing the report stated that the Councils 2012/13 Annual Local Implementation Plan (LIP) Funding Submission/Application was submitted to TfL for approval on October 6th 2011. Members noted that TfL had approved the Councils submission and confirmed an allocation of £3,988,000 for 2012/13 to implement the schemes and initiatives in that submission across the various programme areas and a further allocation of £500,000 to progress the Harlesden Town Centre Major Scheme.

He continued that consultation (public and statutory) would be undertaken on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc.) on the road network. Although maintenance schemes would not be the subject of local consultation, residents and businesses would be involved in the development of working arrangements, using various notification arrangements and communications plan.

In welcoming the report and endorsing the recommendations, members were unanimous in paying tribute to the sterling efforts by the LIP team and the Head of Transportation in securing the allocation for 2012/13 and a further £500,000 to progress Harlesden Town Centre Major Scheme.

### **RESOLVED:**

- (i) that the TfL capital (LIP) allocation of £3,988,000 for the 2012/13 financial year be noted;
- (ii) that the TfL capital (LIP) "major scheme" allocation of £500,000 for the 2012/13 financial year to progress the Harlesden Town Centre scheme be noted;
- (iii) that the Head of Transportation be instructed to implement the schemes and initiatives set out in the report and ensure their delivery using the allocated budget and resources;
- (iv) that the Head of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if the Head Transportation considers the objections or representations are groundless or insignificant and

otherwise to refer objections or representations to the Committee for further consideration.

## **8. Proposed changes to charging and other arrangements for Preston Road Car Park**

In setting the background to the report, Tim Jackson, Head of Transportation referred to the Committee meeting on 27 July 2011 that agreed to introduce pay and display parking on Preston Road and Bridge Road. At the same time the Committee agreed that further work should be done to (a) explore ways to improve the attractiveness and visibility of Preston Road car park with a view to improving usage and (b) to piloting a charging regime that could also improve usage and support the vitality of the shops and businesses along Preston Road.

He summarised the outcome of a meeting of the working group to address the two issues and described the proposed measures that the working group agreed would improve the attractiveness and visibility of the car park.

He described a package of 17 possible measures that could improve the visibility and attractiveness of the car park. He explained that these were covered in detail in the report but included measures such as re-surfacing the entrance, providing new signage and promotional activity. He added that almost all of the measures identified could be undertaken at a minimal cost except the following for reasons set out in the report; CCTV, improved lighting and the creation of a footway along the entrance road.

In reference to the proposed pilot charging regime to be reviewed no later than 12 months after its introduction, the Head of Transportation stated that the charges could reduce commuter parking in surrounding streets but would not be consistent with charges for parking in other shopping areas within the Borough.

Mr Robert Dunwell speaking on behalf of Queensbury Area Residents' Group of Associations (QARA) welcomed the introduction of reduced charges in the car park.

He requested that the Committee consider reducing the proposed charge for traders to from £300 to £200 per trader per annum. He said he would like the Committee to introduce a "first hour free" scheme for those wishing to park on street.

Mr Bill Kemp, Chair of Preston Amenities Protection Association (PAPA) whilst acknowledging the need to reduce commuter parking in the area considered that the proposed charges were exorbitant and would deter residents from parking to the detriment of the local traders. In his view the strategy for charging for use of the car park would not serve the needs of the local residents.

Councillor Kansagra stated that the proposed charges would not improve the economic situation for the local traders in the Preston area as local shoppers were more likely to visit other supermarkets where parking facilities were offered free of charge for up to two hours. He referred to the London Borough of Hillingdon where shoppers got the first half hour on-street parking free and urged the Committee to consider a similar strategy for the Preston Road area.

Councillor Cheese however felt that it was unfair to other shoppers in the Borough for users of Preston Road car park to have an hour free car parking facility. Councillor Lorber queried the efficacy of the “12 month” pilot scheme and wondered what it could achieve.

In response, the Chair reiterated that the scheme was to be piloted for only 12 months after which period it would be reviewed. He added that the first hour free parking was intended to attract motorists and shoppers to use the car park. The Head of Transportation in responding to a request by Councillor Long stated that wider disabled persons parking bays would be accommodated

**RESOLVED:**

- (i) that the outcomes of a meeting of a working group which comprised of the Executive member, ward members and representatives of residents and businesses on proposals for Preston Road car park be noted;
- (ii) that the advertising and making of Traffic Orders associated with the introduction of a revised regime of charging and usage at Preston Road car park as described in Appendix “B” of the report be agreed, subject to the satisfactory outcome of the statutory consultation to the introduction of that revised regime;
- (iii) that the impact of the proposals described in the report be reviewed no later than 12 months after their implementation and the review reported to a future report of this Committee.

**9. Any Other Urgent Business**

None.

**10. Date of Next Meeting**

The date of next meeting will be confirmed after the Annual Council meeting in May 2012.

The meeting closed at 8.15 pm

J MOHER  
Chair