



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Tuesday 18 December 2012 at 7.00 pm

PRESENT: Councillor J Moher (Chair), Councillor Powney (Vice-Chair) and Councillors Beswick, Jones and Long

Also present: Councillors Arnold, Cheese and Hashmi

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

None declared.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 11 October 2012 be approved as an accurate record of the meeting.

3. **Matters arising**

None raised.

4. **Deputations**

None received.

5. **Petitions**

The Committee was addressed by lead petitioners for the following petitions;

- (i) Howard Road mosque
- (ii) Harlesden accessibility
- (iii) Malorees school
- (iv) KD CPZ

The preamble for each of the petitions is set out under the relevant agenda item.

6. **Petition for changes to CPZ restrictions in vicinity of Howard Road Mosque**

Members considered a report on a petition requesting a review of changes to controlled parking zone restrictions in the Howard Road area to enable Muslim worshippers to use empty parking bay in the area. The petition which was addressed by Councillor Hashmi stated as follows;

We the undersigned petition Brent Council to review the Controlled Parking Zones surrounding the Mosque in Howard Road to assist worshippers to use currently empty parking bay spaces in the wider area.”

Councillor Hashmi informed the committee that, working with officers, the mosque had identified potentially 150 empty car parking spaces in the wider area which could be used by the worshippers to alleviate parking problems on Friday afternoons only. He added that the trustees of the mosque were currently working on the travel plan which had been requested by officers. He continued that the mosque which had been in the area since 1976 had not caused problems to the local residents.

Paul Chandler, Head of Transportation confirmed that officers had worked closely with the trustees of the mosque and surveys undertaken had shown that potentially additional 150 car parking spaces could be made available. He continued that the Mosque had been requested to provide officers with data on travel arrangements for worshippers (number of car borne visitors, travel choices) so as to enable officers to understand the demand and estimate impacts. To date no information had been received. Members heard that although there was potential for further parking provision, it was not possible to predict how future growth in numbers of vehicles to the area would impact on local congestion.

The Head of Transportation informed members that the provision of additional parking was likely to encourage more car-borne trips to the Mosque, which could increase congestion and place greater burden on local street parking. He added that simply extending the current Friday parking arrangement to the streets shown in the survey would not necessarily mitigate the impact of relatively large numbers of visitors attending the Mosque on Fridays, and may potentially increase car use and local congestion by increasing parking availability.

In the discussion that followed members emphasised the need for officers to receive the travel plan from the trustees of the Mosque so as to be able to assess how far worshippers can be encouraged to use alternative means to access the mosque. They pointed out that in addition to good public transport network in the area, arrangements could be made to use the car park facilities at B & Q, Matalan and Wickes shops. In accepting the recommendations, members stated that a working party comprising of officers, local members, residents and business representatives, the lead member and the Mosque representatives should review the current arrangements and consider opportunities for reducing car dependency that satisfy all parties without compromising Council policies and obligations in reducing congestion and managing the network.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the Head of Transportation be instructed to work closely with representatives of the Mosque, residents and business representatives, local members and lead member in identifying opportunities that mitigate the impact of traffic to the area without compromising the Council's policies and obligations;

- (iii) The main petitioner be formally informed of the outcome of the Highways Committee decision in regard to this matter.

7. **Petition for kerbs and controlled crossing Harlesden Town Centre**

Members received a petition requesting kerbs and controlled crossing point in the Harlesden area. The petition which was presented by Mrs Shirley Goodchild and Mr Patrick O'Shea stated as follows;

“Harlesden Town centre has shops which are used by many people and also many people with disabilities. People with a Learning Disability live in Harlesden and need to feel safe in Harlesden, We need kerbs and controlled crossing points. Do not exclude us from Harlesden Town Centre. Make sure there are kerbs and safe crossing points. We don't want this to happen anywhere in Brent.”

Mrs Shirley Goodchild referred members to paragraph 6.1 of the report about the remit of the independent accessibility consultant and urged members not to carry out any changes until after Scrubbs Lane bridge had been strengthened. She urged the Committee to authorise the implementation of option A.

Mr Patrick O'Shea also addressed the Committee on the petition. He emphasised the need for kerbs and controlled crossing points for the safety of pedestrians particularly those with learning disabilities. Mr O'Shea also highlighted the benefits in retaining the railings in the town centre as a means of preventing illegal parking of vehicles on pavements and for the safety of pedestrians.

Naomi Barnes, Principal Project Engineer in introducing the report stated that the results of a public consultation on proposals to improve Harlesden Town Centre were presented to the Highways Committee on 20 March 2012. At that meeting, the committee resolved to proceed with Option B, including changes that were recommended in the report. She continued that detailed design currently underway included the provision of controlled crossing points throughout the town centre.

Members were advised that an accessibility consultant had been appointed to assess the entire scheme and consult with disability groups on the detailed design of the shared space/semi pedestrianized area in the High Street between Jubilee Clock and Tavistock Road with the following remit:

- To review the entire scheme and report back on any accessibility issues; and
- To organise workshops with representatives from disability groups to discuss options for the design in the semi pedestrianized area in the High Street to obtain a solution that will be suitable for all users.

The accessibility consultants initially familiarised themselves with the highway network in Harlesden and reviewed existing scheme proposals. This process generated some ideas, which were discussed with disability groups and other interested parties at a workshop held on 29 November. A further workshop had been planned to ensure that all disability groups and individuals would have an opportunity to comment.

As regards the content of the petition received from residents of the Harlesden area, the outcomes of the accessibility audit and proposals that emerge would address the concerns raised and set out an action plan for the detailed design. A

full report on the audit would be submitted to the next meeting of this Committee in February 2013. Naomi Barnes added that enforcement measures to control illegal parking and the use of 'seconds count down' at controlled crossing points for pedestrian safety would be in place.

In the ensuing discussion, members welcomed the involvement of the independent accessibility consultants. The need for the Scrubbs Lane bridge to be strengthened by Transport for London was also emphasised. In bringing the discussion to an end the Chair noted that all issues highlighted had been followed up by officers and that the Committee would receive a report from the accessibility consultants on how any further concerns could be addressed.

RESOLVED:

that the contents of the petition be noted and that the issues raised would be addressed as part of an on-going accessibility audit, the outcomes of which would be reported to the Highways Committee meeting in March 2013.

8. **Petition for road safety Malorees Schools**

Members received a petition from the parents of Malorees Junior and Infant Schools in Christchurch Avenue requesting improvement to road safety outside the schools. The petition which was presented by Councillor Cheese stated as follows:

"We call upon Brent Council to improve the road safety outside Malorees Infant and Junior Schools, in order to reduce risk to children attending school. We call for a school crossing patrol to see children safely across the road, Warning signs along Christchurch Avenue near the school (possibly with images designed by the children) and any other additional appropriate measures"

Councillor Cheese, whilst welcoming the recommendations in the report stated that they would not address the concerns of the parents. He continued that speeding traffic coupled with dangerous driving and double parking continued to make the roads outside of the school unsafe for the school children. He requested an additional school crossing patrol and enforcement measures.

Paul Chandler, Head of Transportation informed members that in order for an additional crossing patrol to be put in place, a series of criteria would need to be applied including pedestrian/traffic ratio, collision and casualty history. The school which already had two school crossing patrols (SCPs) did not meet the criteria. He continued that the road problems highlighted by Councillor Cheese were in part being created by the parents and with that in mind, road safety team officers were working with the children to change the driving habits of some of the parents. Those initiatives and the implementation of school warning signs and camera enforcement signs would assist to deter illegal parking and dangerous driving.

In welcoming the report, members felt that signage and education would go a long way towards addressing the traffic problems the school faced. The Chair added that the school was of a low priority for a third crossing patrol for reasons outlined by the Head of Transportation. In endorsing the views expressed, Councillor Jones suggested that consideration could be given to introducing a refuge to prevent u-turning at the school. Paul Chandler agreed to investigate the potential for

constructing a refuge and the potential for funding if such a measure were found to be feasible. Councillors also suggested that the school be involved in the design and production of supplementary “slow down” signs associated with school warning signs to increase the involvement of students and their parents. Paul Chandler agreed to investigate this option with the school. The chair asked if the school had responded to a previous invitation to discuss sharing responsibilities for the existing two SCPs. It was confirmed that it had not.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the outcomes of investigations be noted and that the Head of Transportation investigate the other measures discussed with the school once the discussions take place as regards responsibilities for existing SCPs.

9. **Petition to remove Bank Holiday restrictions in KD CPZ area**

The Committee received a petition from the residents living within controlled parking zone KD requesting the removal of bank holiday parking restrictions. The petition which was presented by Mr David Evans stated as follows:

“We, the undersigned, call on the London Borough of Brent to remove bank holiday parking restrictions in the KD controlled parking zone.”

Mr Evans alleged that KD zone was the area that had bank holiday restrictions and which was proving costly to families and friends visiting residents during bank holidays. He noted that the report made reference to about £10,000 expenditure which would be required to make the CPZ changes required and clarified that under Regulation 22 section 9 of the Road Traffic Regulations Act 1984 the Council could make “Experimental Orders” whereby the publicity and objection arrangements under the Regulations would not apply. This option would be far cheaper and would enable the Council and local residents to consider the effects of the change for up to 18 months. Any potential objectors would have the chance to object, should it be considered that the experimental order should become permanent at the end of the 18 month period. Mr Evans urged members to make an experimental order modifying the existing order in the manner requested in the petition, which could in due course become permanent.

Councillor Mary Arnold (ward member) considered that the present operational times of the KD CPZ were inappropriate and distressing to both residents and visitors to the area. She added that during the review undertaken in 2007, residents were not asked whether they would like bank holidays to be added to the operational times. Whilst appreciating that there was no funding for the estimated cost of £10,000, Councillor Arnold felt that consideration could be given to the suggestion made by Mr Evans for experimental orders which could be a much cheaper option.

Paul Chandler Head of Transportation presented the report that informed the Committee of a petition requesting the removal of the Bank Holiday parking restriction from Controlled Parking Zone KD (“the Zone”). He stated the scheme

which was implemented in September 2001 after consultation with local residents and businesses was reviewed in 2007. The results of the review showed that majority of respondents were fairly satisfied with the overall operation of the Zone which operated from Monday to Friday, 8.30am to 6.30pm, including bank holidays.

In respect of the petition, the Head of Transportation stated that following a review of Council finances, there was currently no budget available for reviews of CPZ restrictions, or for changes to be made to existing CPZ restrictions.

Members accepted that there were merits for the review. In closing the discussion, officers agreed to review the situation in January and hoped to report to the next meeting in February or possibly March 2013.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted.
- (ii) that the Head of Transportation be requested to report on the wider implications of this request and other requests for changes to CPZs.

10. **Wembley event coach parking champions league final 2013**

The report provided members with an evaluation of lessons learnt from the London 2012 Olympic Games and gave an update on arrangements specifically for the management of coach parking during the 2013 UEFA Champions League Final which was scheduled to take place at Wembley Stadium, following successful delivery of this event in 2011.

Members heard that lessons had been learnt from the successful event that took place in 2011 and that officers were taking steps to ensure that contingency plans were in place for another successful event, the 2013 UEFA Championship. It was noted that there was a small possibility that Fryent Way would be required for coach parking on Saturday 25 May 2013. Officers were therefore working closely with the management of Wembley national Stadium to explore all the possible coach parking opportunities around Wembley Stadium to ensure that the use of Fryent Way would only be required as a contingency arrangement.

Paul Chandler, Head of Transportation stated that given the success of the arrangement in 2011 it was proposed to make the necessary traffic orders to facilitate coach parking on Fryent Way as a contingency arrangement, subject to residents being able to access their properties if affected by a potential closure.

RESOLVED:

that the lessons learnt following the 2012 Olympic Games and the progress on transportation and coach parking arrangements for the delivery of the 2013 UEFA Champions League Final be noted.

11. Any Other Urgent Business

Public notices

Councillor Lesley Jones asked for an update on the rules concerning printing of public notices in newspapers and the potential for making financial savings. She added that other Local Authorities had placed public notice advertisements without logos and in smaller prints that she felt could be copied here and savings made.

John Hannington, legal representative advised that there were several rules governing the advertising of public notices including the need for it to be in a readable format in accordance with the Council's standard. Paul Chandler added that it was not acceptable to advertise in Brent Magazine only as a challenge could be made to the scope of the consultation process. Furthermore, on-line only advertisement would not be deemed adequate because not everyone had access to the internet. However, it was noted that proposed changes to the requirements for advertising were being considered by government and that these changes could reduce the costs and improve the efficiency of advertising if they were to be adopted. Officers had provided consultation feedback to the Department for Transport and were awaiting outcomes.

12. Date of Next Meeting

It was noted that the next meeting would take place on Thursday 7 February 2013 at 7:00pm.

The meeting closed at 8.25 pm

J MOHER
Chair