



## Highways Committee

**Tuesday 18 December 2012 at 7.00 pm**  
Council Chamber, Brent Town Hall, Forty Lane,  
Wembley, HA9 9HD

### Membership:

#### Members

Councillors:

J Moher (Chair)  
Powney (Vice-Chair)  
Beswick  
Jones  
Long

#### alternates

Councillors:

Butt  
Crane  
Hirani  
R Moher  
Arnold

**For further information contact:** Joe Kwateng, Democratic Services Officer  
020 8937 1354, [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

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**The press and public are welcome to attend this meeting**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item	Page
<b>1 Declarations of personal and prejudicial interests</b>	
Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.	
<b>2 Minutes of the previous meeting</b>	1 - 6
<b>3 Matters arising (if any)</b>	
<b>4 Deputations (if any)</b>	
<b>5 Petitions</b>	
(i) Changes to CPZ, Howard Road Mosque	
(ii) Harlesden Town Centre proposed scheme	
(iii) Malorees School – Road safety measures	
(iv) Removal of bank Holiday restrictions in the KD CPZ area.	
<b>6 Petition for changes to CPZ restrictions in vicinity of Howard Road Mosque</b>	7 - 12
This report informs the Committee of a petition requesting a review of the controlled parking zone surrounding the Mosque in Howard Road NW2.	
<b>Ward Affected:</b> Mapesbury	<b>Contact Officer:</b> Paul Chandler, Head of Transportation
	Tel: 020 8937 5151
	paul.chandler@brent.gov.uk
<b>7 Petition for kerbs and controlled crossing Harlesden Town Centre</b>	13 - 18
This report informs the Committee of a petition seeking to keep kerbs and provide controlled crossing points in Harlesden Town Centre	
<b>Ward Affected:</b> Harlesden	<b>Contact Officer:</b> Paul Chandler, Head of Transportation
	Tel: 020 8937 5151

**8 Petition for road safety malorees schools** 19 - 26

This report informs the Committee of a petition from parents at Malorees Infant and Junior schools, located on Christchurch Avenue, London, NW6 7PB, to improve road safety outside the schools.

**Ward Affected:** Brondesbury Park  
**Contact Officer:** Paul Chandler, Head of Transportation  
Tel: 020 8937 5151  
paul.chandler@brent.gov.uk

**9 Petition to remove Bank Holiday restrictions in KD CPZ area** 27 - 30

This report informs the Committee of a petition requesting the removal of the Bank Holiday parking restriction from Controlled Parking Zone KD ("the Zone"), the extent of which is illustrated in Appendix A to this report.

**Ward Affected:** Queens Park  
**Contact Officer:** Paul Chandler, Head of Transportation  
Tel: 020 8937 5151  
paul.chandler@brent.gov.uk

**10 Wembley event coach parking champions league final 2013** 31 - 36

The report provides members with an evaluation of lessons learnt from the London 2012 Olympic Games. Based on the lessons learned from Olympics 2012, this report provides an update on arrangements specifically for the management of coach parking during the 2013 UEFA Champions League Final.

**Ward Affected:** All Wards  
**Contact Officer:** Paul Chandler, Head of Transportation  
Tel: 020 8937 5151  
paul.chandler@brent.gov.uk

**11 Any Other Urgent Business**

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

**12 Date of Next Meeting**

The next meeting of the Highways Committee is scheduled for Thursday 7 February 2013.



Please remember to **SWITCH OFF** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near The Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge



## LONDON BOROUGH OF BRENT

### MINUTES OF THE HIGHWAYS COMMITTEE Thursday 11 October 2012 at 7.00 pm

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

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

Councillor Beswick declared that he was a ward member for Harlesden.

#### 2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 17 July 2012 be approved as an accurate record of the meeting.

#### 3. **Matters arising**

None.

#### 4. **Deputations**

None.

#### 5. **Petitions**

##### ***(i) Parking for the disabled in Harlesden***

Mr Jimmy Telesford of the Brent Association of Disabled People (BADP) addressed the Committee on the petition. Mr Telesford stated that although he was aware of the planned re-development of the town centre and welcomed the proposal to provide additional parking for the disabled in the area, he requested that local disabled persons be fully involved in the recently commissioned accessibility review, which will inform the planning and design of the scheme. The involvement of disabled persons in the accessibility review will ensure that the scheme is designed to take account of specific disabled access issues.

##### ***(ii) Request for consultation by group of Harlesden residents***

Cheryl Henry addressed the Committee on this petition. She was concerned that residents in some parts of Harlesden, in particular in the Church Road area had not

been consulted about the proposals for the re-development of Harlesden town centre.

RESOLVED:

- (i) that the petition on parking for the disabled in Harlesden be noted;
- (ii) that the petition for consultation by a group of Harlesden residents be noted.

## 6. **Petition - parking for the disabled in Harlesden**

The Committee considered a report that responded to a petition seeking to keep parking spaces for disabled people in Harlesden Town Centre in relation to the town centre re-development. The results of a public consultation on proposals to improve Harlesden Town Centre were presented to the Highways Committee on 20 March 2012. Paul Chandler, Head of Transportation noted that the Committee decided at its meeting in March 2012 to provide dedicated parking bays throughout the area and to include this in the detailed design of the scheme. He continued that an independent access consultant had been commissioned to look into all related disabled access issues, including disabled parking, and that the consultants had been briefed to engage with local associations in the detailed design of the scheme with a view to advising on accessibility requirements.

The Head of Transportation outlined the scheme and added that as parking would not be permitted along High Street, Harlesden, between Manor Park Road and Tavistock Road, the detailed design would ensure that dedicated disabled bays were in close proximity to these areas, to facilitate accessibility to shops on the High Street. In his view, the provision of dedicated disabled bays was an improvement to the current situation as it would ensure spaces closer to the town centre were available.

John Quinn, Chief Executive of Brent Community Transport (BCT) drew members' attention to a Government Regulation that could permit parking by disabled persons in a pedestrianized area at the discretion of the local authority. He added that BCT vehicles required a 6metre clear space for disembarking passengers' and requested officers to take that into account when providing spaces for disabled parking.

In the discussion that followed, the Chair assured the petitioner that the Council would give attention to the issues raised by BADP including their involvement. Councillor Beswick, in welcoming the report, echoed similar sentiments. Councillor Long welcomed the appointment of access consultants to look into the issues raised by BADP and added that although the decision was made in March 2012, there had been no contact with BADP since then to address concerns about disabled parking bays and accessibility. Councillor Moher noted that this issue had been discussed in previous committee meetings and had been addressed. Councillor Long also enquired about the terms of reference of the accessibility consultants. Councillor Powney commended officers for the systematic approach to resolving the parking problems of the Harlesden area.

Paul Chandler undertook to pass on the requirements of Brent Community Transport to the attention of the accessibility consultants. In respect of the consultant's brief, he agreed to forward a copy of the brief to Councillor Long.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the course of action agreed at the Highways Committee on 20 March 2012 and the action taken by officers be noted and it be agreed that additional dedicated disabled bays would be incorporated into the detailed design to be implemented in 2013/14.

Councillor Long asked that her dissent from the above decisions be recorded.

#### **7. Petition - request to be consulted by group of Harlesden residents**

Members received a report from the Head of Transportation which responded to a petition that some areas of the Harlesden ward were not consulted on the proposed highway improvement scheme in Harlesden town centre, and that those areas should be re-consulted.

Paul Chandler, Head of Transportation in outlining the extent of the consultation area stated that in addition to the normal letter drop, there was an extensive publicity on the scheme proposals for those that did not receive consultation packs. This included information on the radio, local press, Brent magazine, permanent exhibition in the local library, a staffed exhibition at the Salvation Army and information provided on lamp columns in the town centre. He continued that every effort was made to ensure that residents who lived outside of the town centre were made aware of the proposals and invited to comment on them.

In welcoming the report, Councillor Beswick noted that there was still an opportunity for residents to comment on the proposals for the scheme and suggested that consultation documents be dropped to the Unity Centre for static display. Councillor Powney enquired whether there was any further opportunity for residents to find out about the scheme proposals. Councillor Long expressed a view that the consultation did not always cover the entire Harlesden ward and suggested that residents be involved in determining the whole spectrum of consultation from the outset. The Head of Transportation undertook to send the consultation package to Cheryl Henry (speaker) to be distributed to the residents in the Church Road area and to the Unity Centre.

RESOLVED:

- (i) that the contents of the petition and the issues raised be noted;
- (ii) that the consultation process undertaken be approved and it be agreed that it met and exceeded the statutory consultation process.

Councillor Long asked that her dissent from the above decisions be recorded.

## 8. Travel plans and parking permits for schools

The report provided the Committee with a progress report for the development of STPs (School Travel Plans). It also informed members of the current position regarding the issue and renewal of special "School Parking Permits" and their phased withdrawal, as determined by the Executive on 19 September 2012.

The Head of Transportation informed the Committee that the Council supported school travel plans and actively encouraged all schools to develop and regularly review their plans. Officers were available to support schools and provide guidance relating to their travel plan development and implementation. He added that in order to encourage more schools to review their STPs, the Schools Safer Roads scheme (subject to the confirmation of funding) would only be available to schools that had carried out an approved plan review. The scheme (Schools Safer Roads) aimed to make the area outside a school safer for pupils by targeting parking issues through education and enforcement. Officers were also working closely with Brent's Healthy Schools Co-ordinator to potentially award a small grant to schools that both reviewed their STP & achieved Healthy School status. This initiative was at an early stage but the target was to have it in place by April 2013

He then referred to the Special Parking Permits for schools, which had been provided by Brent since 2008 and were issued subject to the following criteria;

- schools that were experiencing difficulties recruiting teachers;
- schools that had a current approved travel plan at bronze or higher standard;
- schools located within a CPZ area; and
- schools that did not have sufficient on site or local parking for staff.

Member's noted that currently there were 157 permits in circulation within 12 schools and that the number of individual permits issued for a school ranged between 5 and 20. The schools were responsible for the £75 charge per permit and for issuing individual permits. The permits are valid for one year, are for use by specific vehicles only, not transferable and restricted to the CPZ in which the school was located.

At their meeting on 19 September 2012, the Executive considered proposals to rationalise and simplify permit charges and issuance throughout the Borough. The availability of school permits was considered as part of this process and, as a result, members resolved to withdraw the current school permit scheme in a phased manner.

To incentivise travel plan improvements and provide an opportunity for schools to "phase out" their use of special school permits, the Executive proposed that if a school with existing permits achieved Silver STP standard by October 2013 that school would be allowed to renew two-thirds of their existing permits for a further 24 months. After that period, any schools that achieved Gold STP standard by October 2015 would have a final option to renew one half of any remaining permits for a further 12 month period. This reduction was intended to reflect the schools commitment to sustainable travel and reduce the number of journeys using private cars.



Jenny Issac, Assistant Director of Environment and Neighbourhoods added that she had written to all schools explaining the new system.

Councillor Beswick added that the new system of awards, designed to incentivise travel plan improvements, was a step in the right direction.

Mr Ron Chambers, a local resident of Harlesden, in addressing the Committee circulated photographs to demonstrate his point that the school travel plan was not being properly enforced. He cited as an example, Maple Lodge School in Longstone Avenue where teachers and parents were illegally parking, to highlight his point.

The Head of Transportation undertook to pass on the photographs to the Road Safety Officer.

RESOLVED:

- (i) that the progress made on developing School Travel Plans be noted;
- (ii) that the decision by the Executive on 19 September 2012 to adopt a phased withdrawal of School Parking Permits be noted.

**9. Any Other Urgent Business**

None.


**10. Date of Next Meeting**

It was noted that the next meeting will take place on 18 December 2012.

The meeting closed at 8.00 pm

J MOHER  
Chair

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	<p style="text-align: center;"><b>Highways Committee</b> 18 December 2012</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
For Action	Wards Affected: Mapesbury
<p><b>Report Title: Petition requesting review of the controlled parking zone surrounding the Mosque in Howard Road NW2.</b></p>	

## 1.0 Summary

- 1.1 This report informs the Committee of a petition requesting a review of the controlled parking zone surrounding the Mosque in Howard Road NW2.

## 2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee instructs the Head of Transportation 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.
- 2.3 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

## 3.0 Background

- 3.1 A petition has been received by the Council from worshippers at the Mosque in Howard Road NW2 via Cllr Sami Hashmi. The petition has been verified in accordance with the council's procedures and has more than fifty signatures.
- 3.2 The full wording of the petition is:

*“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.”*

A copy of the petition will be made available to the Committee for inspection.

- 3.3 The Mosque and Islamic Centre of Brent located at 33A Howard Road, Cricklewood NW2 6DS was established in 1976. The Centre provides facilities to the local Muslim community for prayers and religious-education services, as well as an advice surgery from the local MP, community support officers, a barrister and a doctor, who visit the mosque every month. The Mosque also has facilities to perform marriage ceremony's and funerals.
- 3.4 The Mosque is located in Controlled Parking Zone GM which operates during Monday to Saturday, 10am to 9pm. Other CPZs near the Mosque include Zone MA (Monday to Saturday, 10am to 9pm) and Zone GA (Monday to Friday, 10am to 3pm). A map showing the extent of these CPZs is shown in Appendix A.
- 3.5 In 2003, the Council was in receipt of petitions from the Dar-Al-Islam Foundation and the Mosque and Islamic Centre of Brent, both requesting changes to the operational hours of CPZ MC (now named Zone MA) to enable visitors to park in close proximity to these centres. Committee agreed that the request be investigated through a review of the CPZs in which these centres are situated (Zones MC & GM), subject to the availability of funding.
- 3.6 Officers conducted surveys of parking demand and usage of existing facilities in Zone MC (now renamed zone MA) and found that an additional 13 short-term parking places could be reallocated as 'pay & display' and shared use parking (as shown in the table below). This was reported to the July 2003 Highways Committee and members approved the amendments to the scheme subject to statutory consultation.
- 3.7 In October 2003, Council officers met with local members of the area. At the meeting concerns were expressed about the limited parking for worshippers attending the Mosque in Howard Road. Following this a consultation was undertaken with local residents and businesses regarding the possibility of permit holder only bays in streets close to the Mosque (Howard Road, Oaklands Road and Rockhall Road) being converted to shared use operation (permit holder and "pay and display") on Fridays 12.30 – 2.30pm only. No objections were received during the statutory consultation and the bays were amended.

#### **4.0 Review of Petition**

- 4.1 The petition requests that the current shared use parking arrangements that operate on Fridays in Howard Road, Oaklands Road and Rockhall Road be extended to other neighbouring streets around the Mosque.

- 4.2 Further to receiving the petition, officers carried out parking surveys to identify the number of potential empty spaces on streets located within a reasonable walking distance from the Mosque, which showed that up to 150 additional spaces could potentially be made available.
- 4.3 However, the Mosque has been requested to provide officers with data on travel arrangements for worshippers (number of car borne visitors, travel choices etc) so as to enable officers to understand the demand and estimate impacts. To date no information has been received.
- 4.4 Although there is potential for further parking provision, it is not possible to predict how future growth in numbers of vehicles to the area will impact on local congestion. Provision of additional parking is very likely to encourage more car-borne trips to the Mosque, which could increase congestion and place greater burden on local street parking.
- 4.5 Officer's can only conclude that extending the current Friday parking arrangement to the streets shown in the survey will 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.
- 4.6 It is recommended 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 comprising Council policies and obligations in reducing congestion and managing the network.

## **5.0 Financial Implications**

- 5.1 There are no direct financial implications.
- 5.3 Members are reminded that the CPZ programme for 2012-13 and beyond is deleted and there is no budget allocation to progress changes to the CPZ.

## **6.0 Legal Implications**

There are no legal implications arising from this report.

## **7.0 Diversity Implications**

- 7.1 There are no equalities implications arising from this report.

## **Appendices**

Appendix A – Map showing the CPZs surrounding the Mosque

## **Background Papers**

None

## Contact Officers

Hossein Amirhosseini – Transportation Unit 2nd Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5188. Email:

# APPENDIX A

## CONTROLLED PARKING ZONE EXTENTS

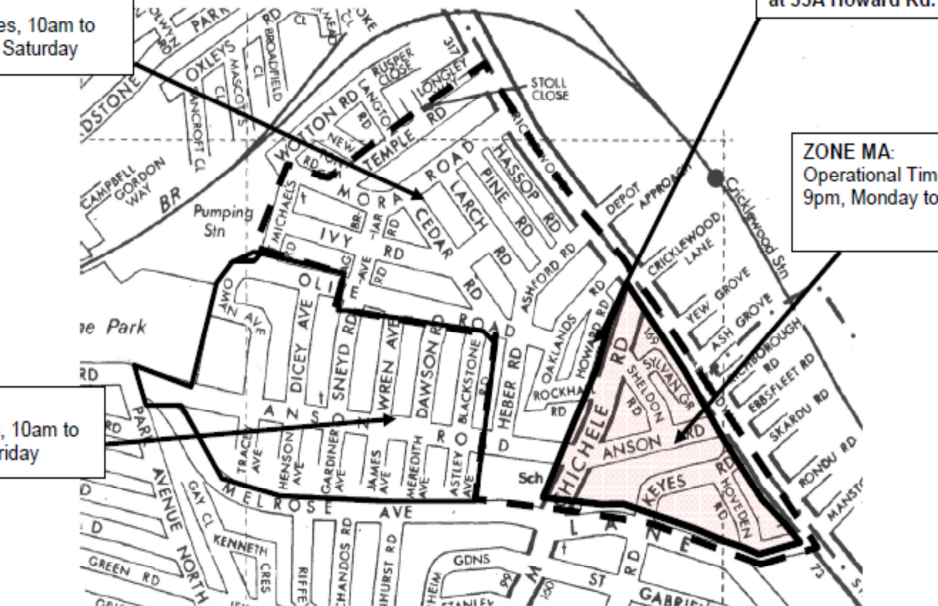
### ZONES GM, GA AND MA

**ZONE GM:**  
Operational Times, 10am to 9pm, Monday to Saturday

Location of the MOSQUE  
at 33A Howard Rd.

**ZONE MA:**  
Operational Times, 10am to 9pm, Monday to Saturday


**ZONE GA:**  
Operational Times, 10am to 3pm, Monday to Friday



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 <b>Brent</b>	<p style="text-align: center;"><b>Highways Committee</b> 18 December 2012</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
For Action	Wards Affected: Harlesden
<b>Report Title: Petition for kerbs and controlled crossings in Harlesden</b>	

## 1.0 Summary

- 1.1 This report informs the Committee of a petition seeking to keep kerbs and provide controlled crossing points in Harlesden Town Centre.
- 1.2 The results of a public consultation on proposals to improve Harlesden Town Centre were presented to the Highways Committee on 20<sup>th</sup> March 2012.
- 1.3 Two options were consulted on and the committee resolved to proceed with Option B, including changes that were recommended in the report.
- 1.4 This report advises that the detailed design is currently underway and includes the provision of controlled crossing points throughout the town centre. It also advises that an accessibility consultant has 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.
- 1.5 This report seeks approval to continue with the current course of action. Given the strength of feeling and concerns that have been expressed over disabled access issues within the Town Centre, this report also provides an update on the work being undertaken by the Accessibility Consultants and their progress to date.

## 2.0 Recommendations

- 2.1 That the committee note the contents of the petition and that the issues raised will be addressed as part of an on-going accessibility audit, the outcomes of which will be reported in full to the February 2013 Highways Committee.

### **3.0 The Petition**

3.1 A petition has been received from residents of the Harlesden area via Patrick O'Shea of Brent Mentcap The petition has been verified in accordance with the council's procedures and has 64 validated signatures.

3.2 The full wording of the petition is:

***'Petition to Keep Harlesden Town Centre Safe for Everyone'***

*"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."*

3.3 A copy of the petition is available for inspection by the Members of the Highways Committee.

### **4.0 Existing Situation**

4.1 The Council's vision for Harlesden is to bring about a major shift in the commercial ranking and quality of Harlesden town centre, enabling it to better serve and contribute to the regeneration of its residential and industrial hinterland, and to become an attractive place that people will want to visit, linger, socialise and spend money.

4.2 Existing footways are cluttered with street furniture, including unnecessary signs and guard railing, poorly located bins and seating as well as shop frontages extending too far into the footway. This coupled with very busy footways makes it difficult for pedestrians, especially those with disabilities, to negotiate the footways.

### **5.0 Detail**

5.1 The scheme approved at the Highways Committee on 20<sup>th</sup> March 2012 includes provision of a semi pedestrianized area on High Street between Park Parade and the Jubilee clock, as well changing the section of Manor Park Road between Tavistock Road and High Street from one way to two-way.

5.2 Disability groups who commented as part of that consultation expressed concerns over the safety and availability of controlled crossing points, as well as the availability of parking for disabled persons throughout the Town Centre and particularly in the vicinity of the semi-pedestrianised area.

5.3 The concept of "shared space" has also been a cause of concern, in that visually disabled persons may not be able to differentiate between pedestrian areas and vehicular areas (for buses and service vehicles). They are

concerned that the transition between the footway and carriageway would not be clear to those with visual impairment, who may be placed at risk as a result.

5.4 The committee has previously agreed that additional disabled bays be provided throughout the scheme and that consultation with local disability groups should be held during the course of the detailed design to ensure the best solution possible for all users of the town centre.

5.5 To facilitate this process, it was agreed that an independent accessibility consultant be commissioned to review the scheme details and make recommendations regarding accessibility issues.

## **6.0 Discussion**

6.1 An independent accessibility consultant has been appointed to review the full Harlesden scheme. They have been tasked with:

- Reviewing the entire scheme and reporting back on any accessibility issues; and
- Organising 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.

6.2 Member's should note that disability groups were previously consulted on the Station Road element of the scheme at a site meeting held on 21<sup>st</sup> June 2012, which included the following attendees:

- Jyoti Patel of BADP;
- Patrick O'Shea of Brent Mencap plus other representatives;
- Visually impaired representative - Tom Reid of BADP and Karl Farrell of NFB;
- Cllr Janice Long;
- Vincent Cox of BADP; and
- John Quinn of BCT

A copy of the report from the outcome of this meeting and notes made by Cllr Long have been passed to the accessibility consultants for consideration.

6.3 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<sup>th</sup> November. A further workshop is planned to ensure that all disability groups and individuals have an opportunity to comment.

6.4 One of the objectives of the workshops is to agree requirements for disabled parking and formal crossing points, as well as to determine a way to provide surface delineation that is acceptable to the various groups.

6.5 Based on the outcomes of the workshops the accessibility audit will be finalised. A further report will be presented to the Highways Committee in

February 2013 detailing the outcome of the audit and the progress of the scheme.

6.6 It is currently programmed to complete the detailed design by March 2013 with works commencing in April. Information on the progress and construction programme will be sent out to all residents, businesses and other interested parties in early 2013.

6.7 As regards the content of the petition received from residents of the Harlesden area, the outcomes of the accessibility audit and proposals that emerge will address the concerns raised and set out an action plan for the detailed design. The Highways Committee will receive a full report on this plan in February 2013.

## **7.0 Financial Implications**

7.1 There are no financial implications arising from the report at this time.

## **8.0 Legal Implications**

8.1 There are no legal implications arising from this report and its recommendations.

## **9.0 Diversity Implications**

9.1 Aside from the issues of disabled person's accessibility and facilities within the Town Centre, there are no other equalities implications arising from this report. An EIA has been carried out as part of the scheme. This was presented to the Highways Committee as an attachment to the main report in March 2012. The assessment will continue to be reviewed throughout the detailed design.

## **Background Papers**

None


## **Contact Officers**

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	<b>Highways Committee</b> <b>18 December 2012</b>  <b>Report from the</b> <b>Director of Environment &amp; Neighbourhood</b> <b>Services</b>
For Decision	Wards Affected: Brondesbury Park
<b>Response to petition to improve road safety outside</b> <b>Malorees Infant and Junior School</b>	

## 1.0 Summary

1.1 This Report informs the Committee of a petition from parents at Malorees Infant and Junior schools, located on Christchurch Avenue, London, NW6 7PB, to improve road safety outside the schools.

## 2.0 Recommendations

2.1 That the Committee notes the contents of the petition and the issues that are raised.

2.2 That the Committee notes the outcomes of investigations and instructs the Head of Transportation to implement school warning and camera enforcement signs in Christchurch Avenue to warn drivers that they are approaching a school, and to deter illegal parking.

## 3.0 Content of Petition

3.1 The petition requests that the council improve road safety outside Malorees Infant and Junior schools in order to reduce risk to the children attending the schools. The petition has been verified in accordance with Standing Orders.

3.2 The petition was originally received on 27<sup>th</sup> July 2012 but had insufficient signatures; additional signatures were received on 18<sup>th</sup> September 2012.

3.3 The full wording of the petition is:

“To: Executive Member for Highways & Transportation, Brent Council:

“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)
- Any other additional appropriate measures”

The petition has 84 signatures.

- 3.4 Local councillors, the police safer neighbourhoods’ team, residents and parents have previously expressed concern about dangerous parking near Malorees Infant and Junior Schools. It has been reported that some parents picking up or dropping off their children are driving at speed, carrying out U-Turns and parking on the School Keep Clear “zig-zag” lines directly outside the school, which obstructs the children’s view of oncoming traffic. Traffic enforcement has been increased but parents and other stakeholder groups feel that further measures are needed.

#### **4.0 Detail**

- 4.1 The safety of children in the vicinity of schools is a key feature of the wider transport strategy. School entrances can sometimes be chaotic locations for traffic and parking at the start and end of each school day. Afternoons are often more problematic as parents drop off children that travel in a car, but need to park and wait after school.
- 4.2 The Councils road safety team work with the borough’s schools on the development of their travel plans to encourage the use of sustainable modes of transport and reduce car dependency. Travel plans also identify engineering measures that can be implemented to improve road safety; these are prioritised and funded by Transport for London through the Local Implementation Plan.
- 4.3 Malorees Infant and Junior schools are located within a 20 mph zone, which includes traffic calming measures such as road humps and kerb build outs. There are school keep clear markings, timing plates and guard railing outside the entrances and speed limit signs painted on the road and on posts. However, there are currently no traffic signs to warn drivers they are approaching a school.
- 4.4 The schools are within a controlled parking zone with several pay and display bays located outside the school. There is additional pay and display bays in Aylestone Avenue, less than 5 minutes walk from the school
- 4.5 Malorees Infant and Junior school requested a school crossing patrol in Christchurch Avenue in 2004 a survey was carried out and the results showed



the site did not meet the national criteria as the number of pupils crossing the road when compared to traffic flow was insufficient to meet the required standard. Additional surveys were carried out near the schools, in Aylestone Avenue and Brondesbury Park. These two sites met the criteria as the number of pupils and traffic flow was much higher. As a result, patrols were provided.

- 4.6 Within their school travel plan, Malorees Infant and Junior schools highlighted their concerns for pupil safety crossing Christchurch Avenue. As this could not be resolved using a school crossing patrol, school travel plan funding was sourced and a Zebra crossing was installed in 2009, together with kerb build-outs to maximise visibility for pupils crossing this road.
- 4.7 The location plan in **Appendix A** shows the sites of two existing school crossing patrols and indicates the proposed location for a third on Christchurch Avenue, as requested by the petitioners. The photograph in **Appendix B** shows the petitioner's requested crossing patrol location on Christchurch Avenue.
- 4.8 Following the School Crossing Patrol Service review in 2011 and by using the adopted risk evaluation model the requested site in Christchurch Avenue would pose a very low risk as it has a zebra crossing in place and is on an unclassified road. It is not therefore proposed to introduce a further crossing patrol at this location.
- 4.9 Both schools continue to review their travel plans on an annual basis and they both have a bronze level accreditation. Their current travel plans identify problems with congestion outside the schools and the dangers pupils face as a result of parents parking and executing U-turns in the road. To help address these problems their action plans include promoting walking and cycling to school, car sharing and park and stride. Both schools actively promote walk once a week (WoW) and provide cycle storage, the junior school is a 'Bike it' school and offers a variety of cycling activities including cycle training.
- 4.10 It should be noted that in Christchurch Avenue between Aylestone Avenue and Brondesbury Park there have been no reported incidents resulting in personal injury in the three years since the zebra crossing was installed (2009 to June 2012).
- 4.11 The current regulatory signage is adequate and penalty charge notices can be issued to vehicles that are parked illegally. During the 'Schools Safer Roads' campaign in September, two penalty charge notices were issued to parents during afternoon dispersal time. Parking enforcement regularly takes place and this location is considered high priority with a minimum of five visits being undertaken by a CCTV equipped vehicle every month.
- 4.12 The site has been reviewed again following receipt of the petition and it has been noted that advance warning signage on the approach to the school could be improved, and that CCTV enforcement signage may help to deter illegal parking. The cost implications of these works are relatively modest and

could be met from Transport for London funds available for school travel plan engineering measures.

- 4.13 Officers do not consider other physical measures to be necessary and will continue to work with the schools on initiatives to reduce car travel and improve driver behaviour.

## **5.0 Summary**

- 5.1 There are already substantial road safety measures outside these schools and within the vicinity, including a 20 mph zone, traffic calming measures, a zebra crossing and two school crossing patrols.
- 5.2 There are no reported incidents resulting in personal injury at this location over the past three year period.
- 5.3 The schools are committed to their travel plan and encourage more pupils to walk and cycle to school to help reduce congestion. A regular patrol by the Junior Road Safety Officers and a school staff presence outside the school could deter inappropriate parent behaviour, an extension of the 'Schools Safer Roads' campaign.
- 5.4 Additional school warning signs and camera enforcement signs could assist to warn drivers of the school's presence and deter illegal parking, the cost of which could be met from existing budgets.
- 5.5 Regular parking enforcement will continue to take place.

## **6.0 Financial Implications**

- 6.1 The financial implications arising from this report include £350 to £400 to purchase and install two school warning signs; these can be funded by a capital budget from Transport for London for school travel plan engineering measures.

## **7.0 Legal Implications**

- 7.1 There are no legal implications arising from this report and its recommendations at this time.

## **8.0 Diversity Implications**

There are no diversity implications arising from this report and its recommendations at this time.

## **9.0 Staffing/Accommodation Implications (if appropriate)**

- 9.1 There are no additional staffing implications. As outlined above, Civil Enforcement Officers are employed to patrol schools as part of their normal enforcement duties.

### **Background Papers**

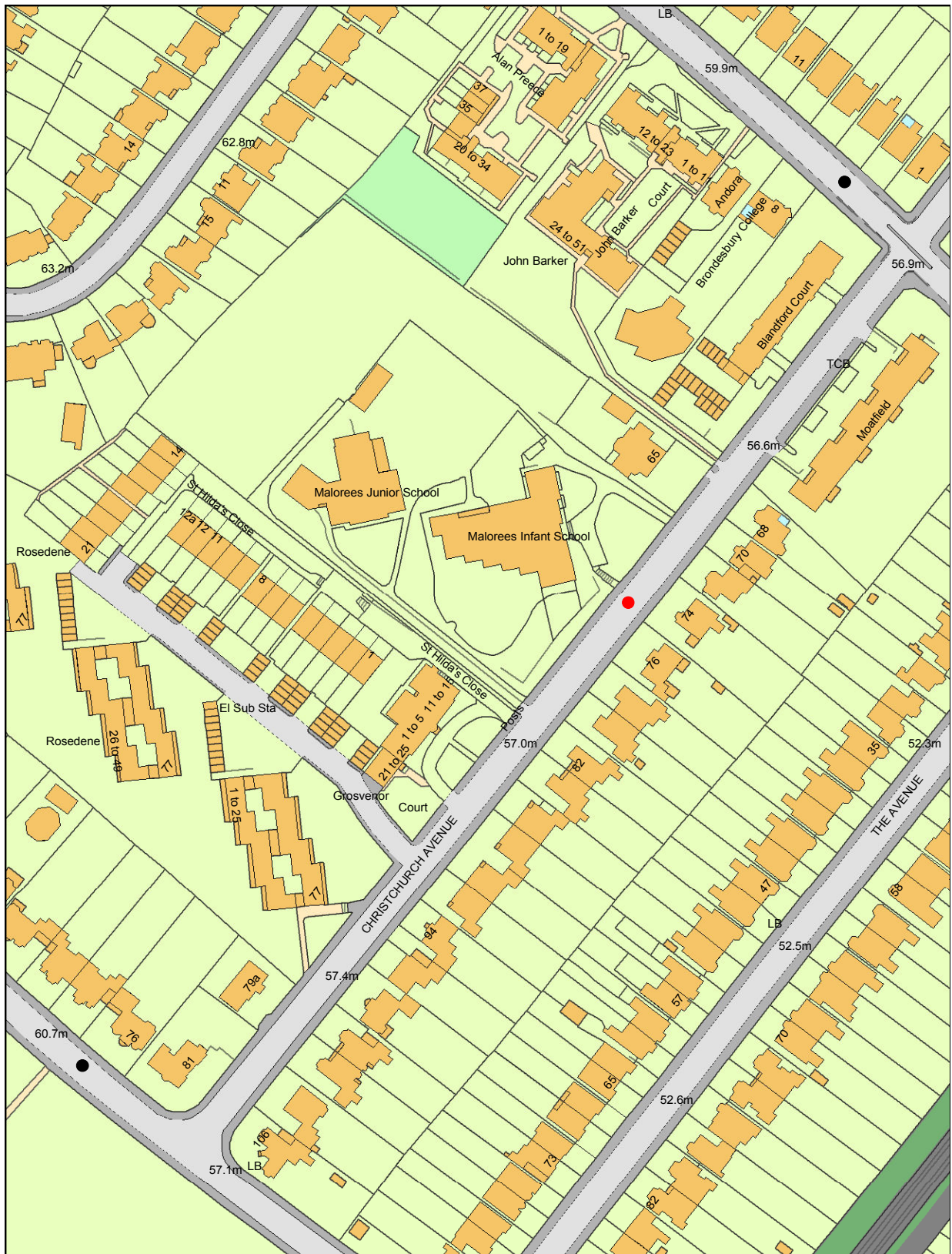
- Parent petition July 2012
- Malorees Infant and Junior School Travel Plans 2012

### **Contact officer:**

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**Sue Harper**  
**Director of Environment and Neighbourhood Services**

## Appendix A – Location Plan




- Existing two school crossing patrol sites
- Proposed location for third school crossing patrol

**Appendix B – Christchurch Avenue NW6 requested school crossing patrol location**



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	<p style="text-align: center;"><b>Highways Committee</b> 18<sup>th</sup> December 2012</p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
<p>For Action <span style="float: right;">Wards Affected: Kilburn and Queens Park</span></p>	
<p><b>Report Title: Petition requesting removal of Controlled Parking Zone KD Bank Holiday parking restriction.</b></p>	

## 1.0 Summary

- 1.1 This report informs the Committee of a petition requesting the removal of the Bank Holiday parking restriction from Controlled Parking Zone KD (“the Zone”), the extent of which is illustrated in Appendix A to this report.

## 2.0 Recommendations

- 2.1 That the Committee note the contents of the petition and the issues raised.
- 2.2 That the Committee authorises the Head of Transportation to inform the lead petitioner that no funding is available for CPZ reviews and associated changes to CPZ restrictions within the Borough.

## 3.0 Details of Petition

- 3.1 An e-petition has been received by the Council from residents of Controlled Parking Zone KD (“the Zone”), as shown in Appendix A. The petition has been verified in accordance with the council’s procedures and has 61 signatures.

- 3.2 The full wording of the petition is:

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

A copy of the petition is available for inspection by Members of the Highways Committee.

## **4.0 Background and Findings**

- 4.1 The Zone is located in both Kilburn and Queens Park wards and was implemented in September 2001 after consultation with local residents and businesses. Parking restrictions within the Zone operate from Monday to Friday, 8.30am to 6.30pm, including bank holidays.
- 4.2 A review of the scheme was carried out in May 2007 through consultation with residents and businesses. The results showed that the majority of respondents were fairly satisfied with the overall operation of the Zone.
- 4.3 The Bank Holiday restriction in Zone KD was originally implemented at the request of residents and businesses. However, since the 2007 scheme review, complaints have been received from both residents and visitors, who have received penalty charges and state that they were unaware of the Zone operating on bank holidays. The individual requests and complaints regarding bank holiday restrictions in this Zone have culminated in receipt of this petition.
- 4.4 The Committee will be aware that, following a review of Council finances, there is currently no budget available for reviews of CPZ restrictions, or for changes to be made to existing CPZ restrictions. Given that there is no funding available to make the requested changes it is proposed to inform the petitioner's that a review cannot be undertaken at the present time.

## **5.0 Financial Implications**

- 5.1 Members are reminded that the CPZ programme for 2012-13 and beyond has been deleted.

## **6.0 Legal Implications**

None arising

## **7.0 Diversity Implications**

- 7.1 There are no equalities implications arising from this report.

### **Appendices**

Appendix A – Copy of the petition

### **Background Papers**

None

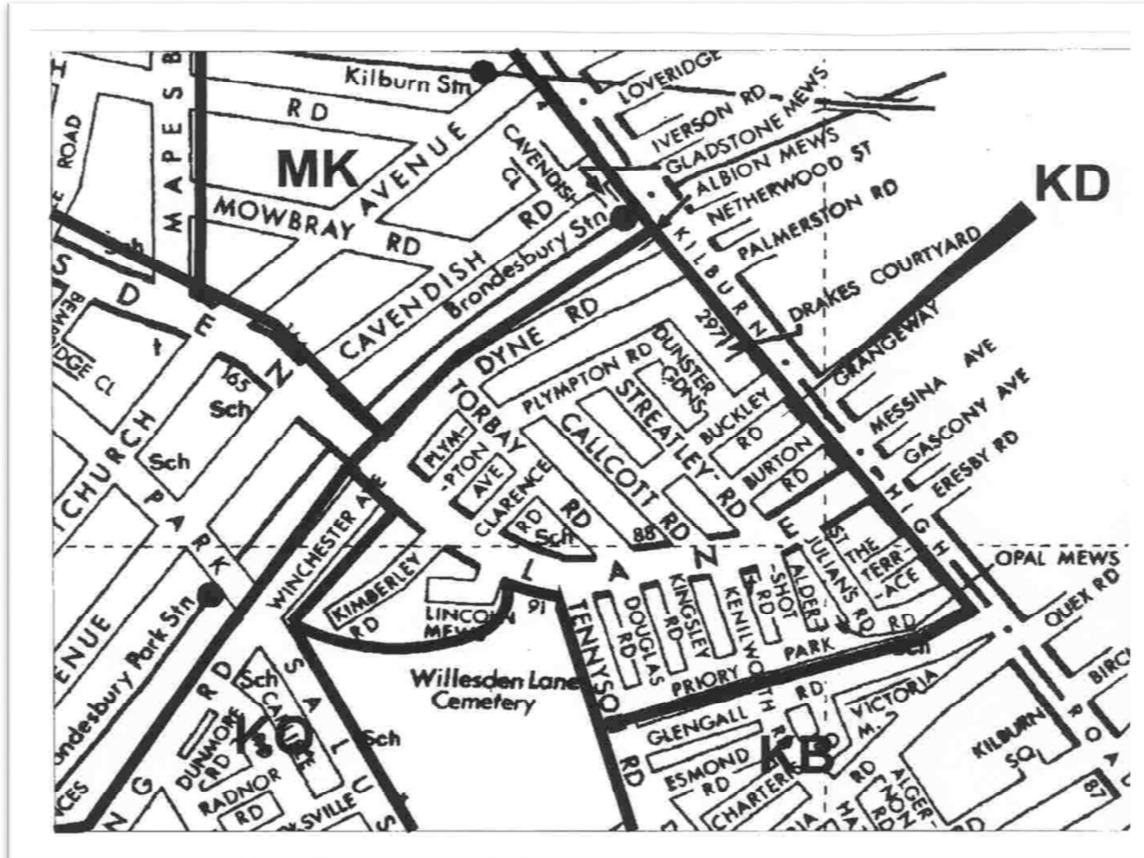
### **Contact Officers**

Hossein Amirhosseini – Transportation Unit 2nd Floor West, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5188. Email:




**APPENDIX A**

**CONTROLLED PARKING ZONE - KD**





	<p style="text-align: center;"><b>Highways Committee</b> <b>18 December 2012</b></p> <p style="text-align: center;"><b>Report from the Head of Transportation</b></p>
For Action	Wards Affected: ALL
<b>Wembley Event Planning: Lessons Learnt from Olympics 2012</b>	

## **1.0 SUMMARY**

- 1.1 The report provides members with an evaluation of lessons learnt from the London 2012 Olympic Games.
- 1.2 Based on the lessons learned from Olympics 2012, this report provides an update on arrangements specifically for the management of coach parking during the 2013 UEFA Champions League Final.

## **2.0 RECOMMENDATIONS**

- 2.1 The Committee are asked to note the lessons learnt following the 2012 Olympic Games and note the progress on transportation and coach parking arrangements being made for the delivery of the 2013 UEFA Champions League Final.

## **3.0 LESSONS LEARNT FROM THE OLYMPICS**

- 3.1 London Borough of Brent worked with the ODA/TfL to ensure that a structured approach was undertaken with regards to the communication plan for Wembley. The plan identified objectives and consultation with key stakeholders. This included the following key actions:
  - Engagement with businesses enabling them to programme deliveries outside operational times.
  - All Olympic events publicised as car free events with greater emphasis being put on the use of public transport.

- Free Oyster Cards with ticket purchases enabling free travel to the venue on the day that the ticket was valid.
  - Trains ran later than normal allowing spectators to connect with other transport hubs in London.
  - Pirate parking was reduced in the Industrial Area as greater use was made of public transport.
  - Bus services were improved, including Routes 92 and 206 extended to run along Fulton Road rather than terminate as on normal Wembley events.
  - Pedestrians crossing at Olympic Way/Fulton Road were controlled by stewards enabling Fulton Road to remain open longer.
- 3.2 Figures release by British Transport Police suggested that Wembley Park Station had 60,000 people coming through its turnstiles. Both Wembley Central and Wembley Stadium Stations also saw an increase in passenger numbers.
- 3.3 The 2012 Olympic Games were an undoubted success and the National Stadium proved to be a convenient and accessible venue. The key lessons related to the importance of partnership working with all stakeholders and the need for early engagement in the planning process. By carefully planning the event management and developing an understanding between all parties the Olympic Games Wembley venue was an undoubted success for spectators, athletes, officials and the Olympic Family.
- 3.4 Considering the lessons learnt from the Olympics for future sporting events, it is clear that the nature of supporter travel arrangements and demographic of the fan base for the Olympics was very different to domestic and other international football matches. There was much greater “family” emphasis during the Olympics, negating the need for segregation, and many spectators came to see the football as an Olympic experience and then stayed in London after the events making use of the free Oyster Card that came as part of their ticket package. The normal, “one-off” nature of football events and finals means that many supporters travel to and from the match returning home in the same day, whether to destinations in the UK or mainland Europe. This was the case with the 2011 UEFA final and the same travel requirements can be expected in 2013.
- 3.5 The next major event to be held at Wembley will be the 2013 UEFA Champions League final. Following successful delivery of this event in 2011, the Football Association and Wembley Stadium will again host the final on Saturday 25th May 2013.

#### **4.0 UEFA Cup Final 2013**

- 4.1 When UEFA cup final was held at Wembley in 2011, it was the only the second time that a Saturday final had been held. It is estimated that about 25% of general admission supporters stayed in London for at least one night.

- 4.2 There will be 61,000 general admission (GA) tickets for the 2013 final and the rest of the circa 85,000 capacity will be for UEFA, their Partners & Sponsors and Broadcasters. This means that approximately 45,750 supporters will seek return travel arrangements following the final whistle. The majority of the non GA spectators are expected to stay in London for at least one night.
- 4.3 Kick off will be at 19.45 hours, and there is the possibility of extra time and penalties followed by the presentations. The latest possible finish would have supporters leaving the stadium at 23.00 hours.
- 4.4 One of the key issues from 2011 was the demand for coach parking space. . The issue with public transport operation is not just about the time that the tube trains operate until, it is more to do with the limited capacity of the train services from central London stations to the airports On average there is a maximum capacity of 2,000 passengers per hour to each airport, which potentially could leave large numbers of spectators stranded. Hence the reason many choose to travel direct by coach.
- 4.5 For football events, particularly European internationals, many clubs use fleets of coaches to get supporters from northern mainland Europe direct to Wembley, where this is feasible, cost effective and there is the demand from supporters. In addition, coaches are commonly used to ensure that fans can return to airports in time to catch flights home as soon after the game as possible.
- 4.5 As with the previous final in 2011, it is difficult to predict the travel arrangements of fans as at this stage it is not clear where the two finalists and the majority of their supporters will be coming from. The transport scenarios also differ depending from where on mainland Europe two clubs may come from. With kick off at 19.45 hours and the possibility of extra time and penalties followed by the presentations, a late finish would have supporters leaving the stadium at 11pm. To summarise, the scenarios are:

<b>Number of coach spaces required for different scenarios</b>			
	<b>General admission</b>	<b>UEFA and partners</b>	<b>Total</b>
Two London based teams	80	250	330
Two English clubs	120	250	370
One English club and a N European Club	220 airport 100 overland <u>60 English</u> 380 Total	250	630
Two N European clubs	440 airport <u>200 overland</u> 640 Total	250	890

- 4.7 The “worst case” potential demand would be for 890 coach parking spaces. The current plan to accommodate demand is as follows:

- In discussion with Wembley City there will be more coach parking available than in 2011 and overall there can be about 500 coaches parked across the available Wembley City coach parking areas;
  - A further 50 spaces can be provided on-street across the Wembley Industrial Estate (subject to approval from Brent Council) plus 20 spaces at Brent Town Hall (again subject to Brent Council approval); and
  - A further 40 spaces at Careys and VDC.
- 4.8 This gives a giving a total of 610 spaces, which is likely to be enough for most scenarios. However, this capacity will be stretched if at least one team is based in the north of mainland Europe.
- 4.9 Fryent Way accommodated 143 coaches and minibuses for the UCLF 2011 and facilities were provided to support this parking with porta-loos, additional litter bins and litter clearing after the event. A road closure was put in place from 8am on the day of the final and was removed soon after midnight and this was supported by the provision of staff at both ends of the closure to give advice and direction to drivers. Barcelona FC coaches were parked along Fryent Way and there were no complaints or notable issues resulting from this arrangement.
- 4.10 For the UCLF 2013 it is anticipated that Fryent Way will only be used for coach parking if one of two scenarios are experienced:
1. There is an exceptional demand for coach transport in the event that one or both teams are from northern mainland Europe, where direct coach transport will be used in addition to air transport; or
  2. In the event of a contingency such as the “ash cloud” where air transport is cancelled and there is, as a consequence, an additional demand for coach travel.
- 4.11 There is therefore a small possibility that Fryent Way would be required for coach parking on Saturday 25<sup>th</sup> May 2013. However, the potential use of Fryent Way does provide an essential contingency arrangement for direct coach transport and for a “no air travel” incident. It should be noted that the teams taking part in the final will not be known until 1 May 2013.
- 4.12 Officers are therefore working closely with Wembley 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. Given the success of this arrangement in 2011 it is 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.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 There are no financial implications arising from this report. UEFA are funding all traffic management equipment and staffing costs for implementing traffic and parking schemes identified with this event. The Council will recoup any

expenditure from Wembley Stadium as is the current arrangement for stadium events.

## **5.0 LEGAL IMPLICATIONS**

5.1 The Council may be required to make traffic management orders for any temporary road closures. The procedure for making the orders is contained in The Local Authorities' Traffic Orders (Procedure) Regulations 1996. The validity of the Orders or any of its provisions can be challenged in the High Court if the Act or the procedures in the regulations have not been complied with. As with the Olympics, consideration will also be given to undertake letter drops to businesses affected by additional traffic measures. .

## **6.0 DIVERSITY IMPLICATIONS**

6.1 There are no significant legal implications arising from this report.

## **7.0 STAFFING IMPLICATIONS**

7.1 There are no direct staffing implications resulting from this report.

## **8.0 ENVIRONMENTAL IMPLICATIONS**

8.1 UEFA/WNSL need to ensure the adequate provision of toilets, along the route to the parking areas, plus promoting messages to discourage urination on the street or in private gardens. It will also be necessary to ensure that there are additional litter bins along the route and that the route is subjected to a through clean after dispersal, as was the case in 2011.

## **BACKGROUND INFORMATION**

Any person wishing to inspect the above papers should contact Paul Chandler, Head of Transportation, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151

## **BACKGROUND PAPERS:**

Appendix 1 – The provision of coach parking available for the 2011 Champions League Final

