

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 21st July 2009 at 7.00 pm

PRESENT: Councillor D Brown (Chair) and Councillors Detre, Matthews and Van Colle.

An apology for absence was received from Councillor Wharton.

Councillors Baker, Dunwell, Hashmi, John, Joseph, Long, Moloney and H B Patel also attended the meeting.

1. Election of Chair and Vice Chair

Nominations were invited for the position of Chair of the Highways Committee for the Municipal Year 2009/2010. Councillor D Brown was proposed and seconded. There were no other nominations.

RESOLVED:-

that Councillor D Brown be elected Chair of the Highways Committee for the Municipal Year 2009/2010.

Nominations were invited for the position of Vice Chair of the Highways Committee for the Municipal Year 2009/2010. Councillor Wharton was proposed and seconded. There were no other nominations.

RESOLVED:-

that Councillor Wharton be elected Vice Chair of the Highways Committee for the Municipal Year 2009/2010.

2. Declarations of Interest

There were none.

3. Minutes of the Previous Meeting Held on 19th March 2009

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 19th March 2009 be received and approved as an accurate record.

4. Matters Arising

There were none.

5. Petitions

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

(i) **Request for a Pedestrian Footbridge at the Junction of the North Circular Road and Brentfield Road**

This petition, submitted by the councillors of Stonebridge Ward on behalf of local residents, stated that:-

“We the undersigned are deeply saddened by the tragic death of Richie McDonagh and we call on Brent Council to work with Transport for London and the Mayor of London to ensure that a pedestrian footbridge is provided at the junction of the North Circular Road with Brentfield Road to improve public safety and prevent further deaths.”

Councillor John, ward councillor for the area concerned, spoke in support of the petition. She stated that residents who used the existing pedestrian crossing facilities at the junction had frequently commented on the danger of this crossing and that older persons, disabled persons and those with pushchairs often remained stuck on the pedestrian island in the middle of the road for a considerable length of time. Councillor John felt that in view of its location and design and the fact that it was the only pedestrian crossing in the vicinity, that the recent fatality was inevitable. She suggested that more extensive measures were required to address this issue than that recommended in the report, stating that a grade separation crossing such as a footbridge was the ideal solution. Although such a measure would be more expensive, Councillor John felt that it was justified in view of the risk posed to pedestrians with street level crossings in this location and that it could be included as part of the regeneration of the North Circular Road area. Members heard that the petition included support from residents on both sides of the North Circular Road.

Councillor Moloney, ward councillor for the area concerned, also spoke in support of the petition. He stated that the North Circular Road had become even busier since Neasden Temple and a large Ikea Store had been built and a community centre, 2 schools, a special school and a church were in close proximity to the junction. In view of this, the need to improve pedestrian safety was even greater and Councillor Moloney felt that the traffic island presented a significant risk to pedestrians. He concurred with Councillor John that a pedestrian footbridge should be introduced to the junction as a first step to the regeneration of the North Circular Road area and he felt that if necessary the issue should be pursued with the Mayor of London's office.

RESOLVED:-

that the contents of the petition be noted.

Further decisions regarding this petition appears under item 6.

(ii) **Request for Action on Harlesden's Parking Problems**

This petition, submitted by Councillor Long on behalf of local residents stated that:-

"We want Brent Council to take action to resolve the traffic problems in Harlesden Town Centre. We want the Council to:

- Review zone H and in the meantime
- Allow zone H permit holders to park in zones HS and HW
- Enforce parking with no permit in Craven Park Road and the High Street
- Enforce double parking
- Repaint the lines for parking bays."

Councillor Long, representing the petitioners, clarified that the petition specifically referred to the area around Craven Park Road and Manor Park Road. Members heard that residents wished that a consultation be undertaken in the area to specifically consider the issues raised in the petition. Councillor Long then stated the issues needing to be addressed, including the lack of enforcement in Craven Park Road, including unloading in sections of the road where there were no loading bays, problems caused by shared parking bays in CPZ Zone H and enforcement action against double parking. The Committee heard that the Harlesden Town Centre Panel had yet to meet, however it could request that the police prioritise this area for enforcement.

RESOLVED:-

that the contents of the petition be noted.

A report relating to this petition appears under item 8 in the agenda

(iii) **Against Proposed Changes to Controlled Parking Zone Scheme HW**

This petition, submitted by the Rucklidge Avenue Residents' Association and local residents, stated that:-

"We the undersigned residents of Brent London are strongly opposed to the proposed changes in CPZ Hours in HW zone. We urge the Council to reconsider this and retain the existing hours of Monday to Saturday."

Mr Jahes, speaking on behalf of the petition organiser, expressed petitioners' satisfaction that the operational hours of Controlled Parking Zone (CPZ) Zone HW were recommended to be retained. He stated that some roads within Zone HW, such as Harlesden Gardens, had a number of properties that had been split into flats which increased the number of vehicles in the road, placing more pressure on parking spaces, requiring an even greater need to retain the existing operational hours. The number of restaurants and cafes in the area also exacerbated parking problems. Mr Jahes felt that it would be imprudent to increase the area for HW Zone and he suggested that future reviews should also include an investigation of traffic flows.

RESOLVED:-

that the contents of the petition be noted.

A report relating to this petition appears under item 8 in the agenda.

(iv) Request to Introduce Limited Parking Restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road

This petition, submitted by local residents, stated that:-

"We the residents of Northwick Park ward petition Brent Council to introduce limited parking restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road to prevent commuters from blocking access."

RESOLVED:-

that the contents of the petition be noted.

A report relating to this petition appears under item 8 in the agenda.

(v) Against Proposed Local Safety Scheme in Harrow Road

This petition, submitted by local residents, stated that:-

"The adoption of this plan in its present form could seriously cause environmental problems to the residents of Neeld Crescent and surrounding areas. There already exists a traffic problem in Neeld Crescent during certain times of the day. The road is narrow with parking permitted on the north side. The south side has a single yellow line that allows single file traffic only along the road. Shutting the exit from Oakington Manor Drive onto the Harrow Road by the Greyhound Public House, and making Neeld Crescent the most northerly exit from the estate will probably cause extra problems for the residents."

Robert Bonner, representing the petitioners, stated that the scheme as proposed had raised a number of concerns with local residents. Robert

Bonner expressed doubt that the scheme would reduce speeds, whilst the proposed pedestrian island was too close to Neeld Crescent and exacerbate traffic congestion, whilst also being located too far from the schools that it could facilitate pedestrian crossings for. With regard to preventing access into Harrow Road from Oakington Manor Drive, Robert Bonner stated that this would increase traffic volume along Neeld Crescent which was already heavily used. He asserted that the Planning Service had indicated that a site in close proximity was due to be developed and would therefore have an impact on traffic volume and flow. In view of these concerns, Robert Bonner requested that the scheme be deferred until the implications of the development were known. The Chair agreed to Robert Bonner's request to circulate photographs of Neeld Crescent to the Committee.

RESOLVED:-

that the contents of the petition be noted.

A report regarding this petition appears under item 9 in the agenda.

6. Petition for a Footbridge over the North Circular Road by Drury Way

Peter Boddy (Team Leader, Traffic Management, Transportation Unit) introduced the report and advised Members that Transport for London (TfL) is the Traffic and Highways Authority for the North Circular Road and therefore the Council could not take direct action to address the concerns of the petitioners, but seek TfL support to undertake measures. He commented that the Council had been involved with discussions with TfL for a considerable length of time concerning inadequate pedestrian facilities at the junction of the North Circular Road and Brentfield Road. This resulted in TfL appointing a consultant in 2007 to undertake a study to investigate improving pedestrian facilities at this junction and following further discussions with TfL, the Metropolitan Police, other transport partners and the Council, it was decided that an improved surface level crossing be pursued. The Committee was advised that the footbridge option was not considered viable on the grounds that it can create inconvenience and difficulty for more vulnerable users, that the longer travel distances and inconveniences could dissuade even able bodied users and because of the high costs involved in building a footbridge and acquiring the private land necessary. Peter Boddy advised that the study commissioned by TfL had recommended the redesign of a surface level crossing with revised timings to reduce delays to pedestrians. The report recommended that the Council continue to work with TfL to secure the implementation of the improvements as detailed within the study. Peter Boddy added that if this was not secured then the Head of Transportation would seek to pursue the matter with the Commissioner of TfL.

Councillor Van Colle advised that he had been in discussions with TfL recently on this matter and some other changes, such as raising the level

of traffic lights, were also being evaluated. He stated that TfL were aware that the Council was not satisfied with the present facilities and liaison with TfL would continue to obtain an improved and safer pedestrian crossing. Members heard that a minor works programme to improve pedestrian facilities at this junction may possibly be accommodated by TfL's existing budget. Councillor Detre echoed Councillor Van Colle's comments and stressed the need to pursue TfL to introduce a redesign of the present pedestrian facilities.

RESOLVED:-

- (i) that the contents of the petition be noted; and
- (ii) that it be agreed that officers work with TfL for the introduction of improved surface level pedestrian facilities at the junction of the North Circular Road and Drury Way, and that the petitioner be informed of the outcomes of the petition.

7. Progress Report on the Controlled Parking Zones Programme

Hossein Amir-Hosseini (Team Leader, Traffic Management, Transportation Unit) drew Members' attention to the supplementary information circulated at the meeting and the recommendations included within.

Councillor Joseph, speaking in her capacity as a ward councillor for the area concerned, addressed issues relating to CPZ HW Zone. In noting that HW Zone covered an extensive area, Councillor Joseph felt that it was important for the roads nearer Harlesden Town Centre to retain the existing operational hours Monday to Saturday because of the pressure on parking spaces in this area. In addition, she explained that she had received a letter from a local Neighbourhood Watch Scheme organisation that was against the change, citing examples of commercial operators in this area parking their vehicles from Friday night. However, she pointed out that other parts, such as Holland Road, may benefit from smaller operating hours for Monday to Friday only, and residents of this road had requested this change in a petition.

Councillor Long, speaking in her capacity as ward councillor for the area concerned, stated that residents in Harlesden ward who were part of CPZ Zone HW had not been consulted and would be against any change to operational times. She also commented that roads nearer to Harlesden Town Centre had different needs in respect of parking restrictions than those further away and that this was an important point to consider.

Jack Sayers spoke on behalf of petitioners in respect of a petition submitted by the Brent Cricklewood Forum that was against proposals to reduce the operational hours of CPZ Zone GA from 10.00am to 9.00pm Monday to Saturday to 10.00am to 3.00pm. He stated that the petition contained some 70 signatures and most roads in the zone were against

any change to present operational hours, with only Sneyd Road and Meredith Avenue showing any substantive support for change. Jack Sayers expressed criticism of the appearance of the packaging of the consultation documents, stating that it could easily be mistaken for junk mail and he suggested that each consultation document be individually addressed to properties with names taken from the Electoral Register. He also suggested that residents of CPZ Zone GM were also against any change to their zone and wished the operational hours to remain 10am to 9.00pm.

Judy Langley, representing Mapesbury Residents' Association, addressed the Committee in respect of the CPZ Zone GA review. She stated that the consultation during the review had been extensive and that over 75% of respondents supported changes to the existing scheme. Judy Langley suggested that the proposed alternative operational hours of 10.00am to 3.00pm would be too great a change and that 10.00am to 6.00pm Monday to Saturday would be more appropriate, as this would prevent those who finished work at earlier times and who lived outside Zone GA from using these parking spaces to avoid paying for a permit. She also felt that commuter parking and dumping of vehicles, which had been a problem prior to any parking control scheme had been in place, had been addressed by introducing Zone GA, however these issues could continue to be controlled without the need to retain the longer operational hours currently in place.

In response to the petition concerning CPZ Zone GA, Tim Jackson (Head of Transportation) acknowledged that the petition could be classified as a significant objection to changes to the operational hours in response to the statutory consultation process and therefore he confirmed that the proposals would be further considered at a future meeting of the Highways Committee.

During Members' discussion, the Committee agreed to Councillor Detre's suggestion that a meeting also take place with residents and officers when considering any measures with regard to the petition requesting the introduction of limited parking restrictions in Pebworth Road, Amery Road, Carlton Avenue West and Norval Road.

RESOLVED:-

- (i) that the outcome of the informal consultation with residents and businesses of Bridge Road (part) be noted and that it be agreed that the shared use (pay and display) parking proposals be withdrawn;
- (ii) that the results of the informal CPZ Zone G review consultation be noted;
- (iii) that it be agreed to maintain the current operational times of CPZ Zone G (Monday to Saturday, 8.00am to 6.30pm) and to the

amendments to the scheme as set out in paragraph 2.2.3 of the supplementary report;

- (iv) that the contents of the petition in relation to parking in Harlesden Town Centre be noted;
- (v) that the incorporation of a review of parking controls within the Harlesden Town Centre Area Based Scheme bid being developed for submission to TfL be agreed and that a review of the H, HS and HW CPZ zones be prioritised for inclusion within the Council's 2010/2011 work programme in the event that the bid to TfL is unsuccessful;
- (vi) that it be noted that additional enforcement and the re-marking of faded parking bays be arranged, as appropriate, in response to the concerns raised in the Harlesden Town Centre petition;
- (vii) that the contents of the petition concerning CPZ Scheme HW be noted;
- (viii) that having noted the strong objection to the reduction of the operational days in CPZ Zone HW, that it be agreed to retain the existing operational times of Monday to Saturday, 8.00am to 6.30pm;
- (ix) that the contents of the petition with regard to Pebworth Road, Amery Road, Carlton Avenue West and Norval Road be noted and that it be agreed that officers meet with local residents to draw up proposals to address parking and traffic management options; and
- (x) that the petitioner of each of the 3 petitions received be informed of the outcome of their respective petitions.

8. Harrow Road Local Safety Scheme

Peter Boddy introduced the report and advised that investigations into introducing a local safety scheme had been undertaken as a result of surveys identifying a high number of personal injury accidents on the stretch of Harrow Road between the Triangle and the North Circular Road. The Local Safety Scheme proposed was consulted upon with local residents in May/June 2009, with 45% of respondents in favour of the scheme and 50% against. In response to the concerns raised in the consultation and the petition received against the scheme, Peter Boddy advised that no access from Oakington Manor Drive into Harrow Road was essential to the scheme as this addressed the number of personal injury accidents in Harrow Road and any alternative was likely to be ignored by motorists, cause displacement of the problem elsewhere or generate greater abuse of the existing right turn ban out of Oakington Manor Drive. With regard to concerns about increased traffic levels on Neeld Crescent,

Members heard that the proposed traffic lights would reduce congestion and queuing, even taking into account the anticipated increase in traffic volume. With regard to opposition to a one way system on Jesmond Avenue and Clifton Avenue, Peter Boddy advised that this proposal had been withdrawn as this only offered a small benefit to the scheme overall. Members heard that officers had held a meeting with the petitioners, although no further measures had been agreed. Peter Boddy advised that that the location of the proposed pedestrian island and crossing point could be reconsidered and consultation could be undertaken with regard to introducing an informal crossing.

During discussion, Councillor Van Colle expressed concern that an additional set of traffic lights in Harrow Road could exacerbate the problems with traffic flow in this road. With regard to the site allocated for development, he felt that this may cause the need to modify the traffic measures proposed. Councillor Van Colle also suggested that this area could be considered for a Shared Space scheme in future. Councillor Detre requested that he receive a briefing on how Shared Space schemes operate.

The Chair enquired if any other measures could be considered to address traffic volumes in Neeld Crescent. He stated that there would not be an additional set of traffic lights in Harrow Road, but that a set of them was to be relocated.

In reply to the issues raised, Peter Boddy acknowledged that Neeld Crescent experienced heavy traffic, however he felt that the introduction of traffic lights would provide a significant improvement in terms of congestion. Tim Jackson added that although the traffic lights in each location would slow traffic, it would bring considerable safety benefits and help reduce the number of personal injury accidents that the scheme was designed to address. He also advised that any area could be considered for a Shared Space scheme and the Council could raise this issue with TfL with regard to this location if it was considered appropriate.

RESOLVED:-

- (i) that the contents of the petition and the issues raised during the consultation be noted;
- (ii) that it be agreed to implement the modified Local Safety Scheme, and that the petitioner be informed of the outcomes of the petition; and
- (iii) that the Head of Transportation be authorised to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer them back to this Committee where he thinks appropriate or to implement the order if there are no

objections, or he considers the objections or representations are groundless or insignificant.

9. Kilburn High Road – Waiting and Loading Review

Members considered the report on Kilburn High Road – Waiting and Loading Review that was before them.

RESOLVED:-

- (i) that the Transportation Unit carry out both informal and statutory consultation on the proposed scheme as detailed in the report and shown on the appended scheme drawings; and
- (ii) that the Head of Transportation be authorised to consider objections and representations during the statutory consultation mentioned within the Detail section of the report and he reports back to Members if there are substantial objections or concerns raised, otherwise he be authorised to implement the scheme.

10. Date of Next Meeting

It was noted that the next meeting of the Highways Committee was scheduled for Thursday, 17th September 2009.

11. Any Other Urgent Business

Windermere 20 mph Zone

Members had before them a briefing note advising them that the Council had referred the Windermere 20 mph Zone Scheme back to the Committee for further consideration following the Council meeting of 13th July 2009.

With the agreement of the Chair, Jean Leon-Soon, a local resident, was permitted to address the Committee on this item. She stated that although residents welcomed speed reductions in the area, speed cushions were unnecessary for cul-de-sacs as these roads were not serving a particular route and were already heavily parked. Members heard that Phil Rankmore, the Head of Special Projects, Transportation, had been notified by residents of the excessiveness of installing some 83 speed cushions in total for the Zone. Jean Leon-Soon added that there had only been 1 road fatality in the area for 40 years, which had not in any case been due to speeding, and therefore she thought the measures disproportionate to the traffic safety needs of the area. She requested that officers re-investigate the area and that residents be re-consulted so that their views are fully taken into account.

Councillor H B Patel, speaking in his capacity as Ward Councillor for the area, stated that of the 15 accidents in the past 5 years, 13 of these were of

a minor nature and that the introduction of a yellow box junction along Windermere Avenue had been effective in preventing accidents. He queried whether speed cushions were necessary in improving traffic safety, in particular for the cul-de-sacs which were heavily parked and where speeding would be difficult to achieve. With regard to the consultation, Councillor H B Patel asserted that one of the roads consulted was not within the 20 mph zone, whilst the consultation document was flawed as the questions posed were of too general a nature. Councillor H B Patel concluded by stating that residents were against the present scheme format and therefore he requested that they be re-consulted.

During discussion by Members, Councillor Detre commented that realistically it would not be possible for speeding to take place in the cul-de-sacs and therefore that it would be sensible not to implement speed cushions to such roads. Councillor Van Colle commented that introducing speed cushions to cul-de-sacs may not be the most effective use of funds and he felt that the scheme had been supported during the consultation because residents had wanted to slow traffic speed on the main roads. He felt that it would be prudent to re-consult residents, rather than introducing the scheme in its current format, even if it risked meaning the scheme could not be implemented for a few years. Councillor Van Colle enquired whether such a scheme could be legally implemented without the need to introduce speed cushions to cul-de-sacs. The Chair enquired about the number of cul-de-sacs where speed cushions were proposed and whether the scheme was enforceable without such measures for these roads.

In response, Peter Boddy advised that it was Council, TfL and Government policy to reduce speeds to 20 mph for all residential roads and that the Council was rolling out such a programme across the Borough. Priority was based on a number of factors including the number of accidents, schools and parks in the area. He confirmed that 59% of respondents supported the scheme and 39% against during the consultation and that there had been no objections received during the statutory consultation. Peter Boddy also confirmed that it was a legal requirement to have speed cushions for roads in a 20 mph zone. Members heard that speed cushions had been proposed for 7 cul-de-sacs and that if these were not introduced, the legal speed limit for these roads would be 30 mph.

Irfan Malik (Assistant Director – Streets and Transportation, Environment and Culture) and Tim Jackson both concurred that the scheme could be amended to not include speed cushions for the cul-de-sacs and therefore exclude these roads from the scheme. Tim Jackson advised that there were risks of challenge and future loss of support from the Police to traffic calming projects from this approach but that, in his view, those risks were low. Officers then confirmed that the scheme was to be amended so that the 7 cul-de-sacs initially proposed for inclusion and as referred to in the reference from the Council, namely Fernleigh Court, First Avenue, Second Avenue, Third Avenue, Ennerdale Gardens, Conway Gardens and Arnside

Gardens, were not to be included in the 20 mph Zone Scheme. The Committee endorsed the amendment to the scheme.

The meeting ended at 8.35 pm.

D BROWN
Chair