

Traffic and Road Safety Advisory Panel

Minutes

9 November 2022

Present:

Chair: Councillor Ameet Jogia

Councillors: Nicola Blackman Vipin Mithani
Shahania Choudhury Phillip O'Dell
Thaya Idaikkadar

Advisers: Ms V Chamberlain Mr A Wood
Mr J Hinkley

**In attendance
(Councillors):** Simon Brown
Nitin Parekh

**Apologies
received:** Councillor Jerry Miles

13. Attendance by Reserve Members

RESOLVED: To note the attendance at this meeting of the following duly appointed Reserve Member:

Ordinary Member

Reserve Member

Councillor Jerry Miles

Councillor Asif Hussain

14. Declarations of Interest

RESOLVED: To note that, during the course of the meeting, Councillor Ameet Jogia MBE declared a non-pecuniary interest in that he lived behind

Culverlands Close. He would remain in the room whilst the reports were considered.

15. Minutes

RESOLVED: That the minutes of the meeting held on 12 July 2022 be taken as read and signed as a correct record.

16. Public Questions

RESOLVED: To note that five public questions had been received and that written responses would be provided.

17. Petitions

Four petitions were submitted by local residents. The residents each read out the terms of reference of their petition as follows:

Petition 1.

A petition was received from residents requesting for speed calming measures on Rickmansworth Road because of over-speeding vehicles on Rickmansworth they expressed concerns about the timing and results of the speed survey.

Petition 2.

A petition was received from Residents requesting for the removal of the Marlborough School Streets Scheme and restore the use of normal traffic calming measures such as lollipop person.

Petition 3.

A petition was received from residents requesting improved and safer crossings around the two North Harrow junctions, main crossings at Station Road and Pinner Road and the main junction around Nower Hill School.

Petition 4.

A petition was received from Radnor Road residents requesting traffic calming measures on Radnor Road.

18. Deputations

There were none.

Resolved Items

19. Information Report - Petitions

The Panel received a report which set out details of the petitions that had been received since the last TARSAP meeting. The report provided details of the Council's investigations and findings where these had been undertaken.

An officer reported that there had been ten petitions since the last meeting which included:

Queens Avenue

A speed restriction of 20mph with the appropriate clear signage and speed ramps was requested.

The speed survey results from September 2022 show that the 85%ile speed in both directions is 29.5mph and 29.2mph respectively. As this is slightly below 30mph, officers will need to investigate further to decide on the next course of action.

Victor Road

Prospective CPZ for Victor Road, Sidney Road, Edward Road, Albert Road, Pinner View, Fairfield Drive and Atherton Place.

The request will be assessed in accordance with agreed TARSAP criteria before it is prioritised on the parking programme for 2023-24.

Common Road

Signalised Pedestrian Crossing outside Sandringham Estate on Common Road.

officers to investigate complaint and identify short-term safety measures to address concerns in the interim. The request for the crossing will also be assessed and presented to the February 2023 TARSAP for consideration and prioritisation.

Cowbridge Road

Objection to the installation of Double Yellow Lines (DYLs).

Installation of DYLs was suspended until a decision on whether to proceed with scheme on road safety grounds was made.

Rickmansworth Road

20mph limit, a pedestrian crossing or speed reduction measures.

The speed survey results from October 2022 showed that the 85%ile speed in both directions was 32mph and 30mph respectively. Further investigation (site observation) was needed before next steps could be decided.

Evelyn Drive Pinner and Hatch End

Speed calming measures.

The speed survey results from September 2022 showed that the 85%ile was 29.5mph in both directions. This should not suggest excessive speeding monitoring would continue.

Oakleigh Avenue

Review existing CPZ (Zone X). After assessment, this would be added onto the parking programme register.

Kings Road, Rayners Lane and Roxbourne

- (1) Provision of pedestrian crossings,
- (2) reduce speed limit to 25mph,
- (3) provide school signs on Kings Road for Newton Farm School and
- (4) amend road humps between Malvern Avenue up to Eastcote Lane.

The issues would be investigated and addressed in accordance with current procedures. This would include a speed survey to determine the extent of the issues.

Mollison Way, Edgware

Speed calming measures. The speed survey result from September 2022 showed the 85%ile speed slightly exceeded 30mph. A site visit was conducted following the fatality in March 2020. The potential traffic-calming at that stage but could not be determined. The full police report before deciding on the best course of action.

Pangbourne Drive and Dalkeith Grove, Canons

- (1) implement 20mph limit along Pangbourne Drive and Dalkeith Grove
- (2) install Stop or Give Way sign at same junction
- (3) replace all pavements on Pangbourne Drive and Heronslea Drive.

Officers would investigate requests 1 and 2 in accordance with current procedures. Request 3 had been forwarded to the Highways Team to investigate.

The Chair asked about what time of day the speed survey on Rickmansworth Road was done. The officer explained that she could not confirm. The chair was sympathetic and explained this to the Petitioner that this was often the case when the speed surveys were done.

Another member questioned speed controlling measures on Kings road as residents had complained about speed cushions. The officer explained various speed calming options available to the council.

Several Members questioned about the timing, scheduling, and implementation of the 20mph borough wide scheme.

The officer responded that scheme had been amended and was for particular areas. Investigations were ongoing and findings would be presented in a report at the next meeting of the Panel in February and funding would be sought from TFL in 2023/2024. She further explained that schemes for this financial year were at full capacity. That all schemes were not previously agreed by the Panel at the start of the year would be moved to 2023/24.

Decisions would be made about new schemes in the meeting of the Panel in February 2023.

Councillor Simon Brown raised a concern about prospective CPZ for Victor Road. He explained that Kodak Sports Ground had led to traffic difficulties and one of the conditions of the planning permission for the development was to use the section 106 funds to seek an effective traffic management scheme for affected roads. The funding should have been ringfenced. This was 7 years ago. He said he was happy to liaise with officers to move things forward.

The officer confirmed the availability of the funds but explained that the delay was due to ongoing development in the area. She confirmed that the matter would be looked into and any mitigation options available would be included in the schedule from April 2023.

An Advisor raised a concern about the omission of a petition submitted by Councillor June Baxter about speeding on Whittington Way. The officer would liaise to include the petition in the next report. The Chair asked to be copied into the discussion about the petition.

An advisor questioned about enforcement of the use of cycle lanes and if there was any plan for worn out cycle lanes especially in Pinner Ward. The officer explained that the council had powers to enforce parking on cycle lanes, but it had to be a dedicated cycle line before Council could enforce usage. The officer further explained that the Council was reviewing all signs and lines in the borough and that included a programme to remark cycle lanes.

RESOLVED: That the report be noted.

20. Traffic Schemes and Parking Schemes Programme 2022/23 Update

Members received the report on the progress with the 2022/23 traffic, cycle training and parking management programme of works which included schemes funded by Transport for London (TfL) and schemes in Harrow's Capital Programme with the following highlights:

In March 2022 the government approved an initial package of financial support to TfL to cover the period between March and June 2022. The Council had received a further £925,000 from TfL in October for schemes set out in the report. The grant must be spent by end of the financial year.

20 mph zone

Residents would be notified of the change in November and their views would be sought about the installation of the speed cushions, a slight adjustment of the inclusion of additional speed cushions from when that scheme will be delivered on the grounds by the 31st of March.

Station Road and Pine Road

There are junction improvement schemes. The addition of a pedestrian and cycle facilities to the junction, a feasibility study has been commissioned to explore the junction improvements. However, due to the concerns with the scope, the original project brief, as well as the quality of work undertaken so far, a review of the junction has now been undertaken.

George the fifth Avenue and Headstone drive

A local safety junction improvement scheme that must be consulted on this financial year and built before March 24. The scheme was at the feasibility and design stage

£20K worth of funding being spent on training for cycling locally, around schools and Appendix B goes into the detail of where both schemes are.

Electric Charging Points (EVs)

Currently there were 40 charging points in the borough. Funding has just been received for an additional 40. The Council is preparing a bid on a further 160 sites under the new levy funding the aim was to get 100% funded through negotiation with our suppliers. In addition, a new transport strategy that would go to Cabinet in January 2023 would include a borough-wide strategy for electric charging points across the borough, ideally, to get the council to net zero in line with climate change targets.

A Member asked if the 40 sites for the EV charging points have already been identified. The officers confirmed that the sites have been identified.

A Member asked how residents could let the Council know if they want an EV charging point located where they live. Implementation was demand led. The Council was putting them where residents want not where they think they might want them.

The officer explained that there was a list on the Council website, and they could add their local area to the list.

A Member questioned if there were any plans for cycle training for adults as had been for children. The officer responded that that with the council could not take on both Children and adults with the existing funding. The Member suggested that parents were more likely to let their children cycle if they could cycle with them.

A Member questioned about the rates. The officer explained that the rate was dependent on the contractor. Contractors for EVs had different models, some models allowed the use of your home electric tariff and with others there was a choice of different energy companies.

A Member asked how that would apply to a visitor to the borough. The officer explained that to access services, subscription was required. The subscriber would be provided with an account and a cable. Once in possession of the

subscription, one could access the services just like a petrol station. The officer agreed to email further website details to Members.

A Member questioned if the 21 days consultation on the local large cycle parking programme would commence in January 2023. The officer confirmed that the consultation would commence in January 2023 but must be implemented by 31 March 2023.

An advisor questioned the current use of speed cushions which were considered as old fashioned. The officer explained that they were only used to address very specific issues on particular roads.

An Advisor questioned if there was any joint approach to ensuring that there was safe cycling provision round schools so that the children could actually be allowed to cycle to school. The officer explained that the funding for this year was limited to 20K but there were plans to approach different providers and new ideas around cycling such as sharing bikes across the borough and the implementation of school streets programme to increase safety.

An Advisor questioned if any consideration had been given to cycle parking schemes. The officer confirmed that the implementation of bike hangars across the borough was in consideration.

Councillor Simon Brown spoke on three schemes in Headstone. The A404 George V and Goodwill junction. He said that traffic had increased and there were safety concerns and suggested that section 106 funds could be used to mitigate the concerns. The officer confirmed that the whole area was being considered for safety improvements.

An advisor raised concerns about the junction between Station Road Parkside Way Kings Field Avenue and Southfield Park the speed of motorists and lack of protection for pedestrians. The officer explained that this would be considered though she was mindful of a scope creep.

RESOLVED: That the report be noted.

21. Marlborough School Streets Update

Members received the report which provided an update on the Marlborough School Streets Scheme consultation of 21 July 2022 to 9 October 2022 and the outcome of that consultation.

The consultation was originally scheduled to run from 21 July 2022 to 25 September, however, due to the Queen's passing, some engagement sessions were rescheduled and therefore the consultation was extended to 9 October 2022.

The officer informed the Panel that although the recommendation was to delete the scheme based on the consultation results, officers were still looking into suitable alternatives to address the issues on Marlborough Hill.

A Member thanked the officers, for carrying out the survey and commented that it was clear that local residents had voted against the scheme. He said it was apparent that the mitigation before the latest consultation had not had the desired effect due to long standing issues. 7% consultation response was normally too low to make recommendations perhaps this was due to the summer holidays. Assurance was needed to ensure that this would be a new low bar for decision making and hoped in the government was still funding school streets scheme and in future could still aim for a cleaner and pollution free environments in Harrow.

A Member questioned if any comments had been received from ward councillors on the proposal to delete the Scheme.

The Chair Cllr Ameet Jogia commented that he had not received any notice of any representations from the local ward councillors and would take that to mean that they had no objections to the officer's recommendations. The officer confirmed that no response had been received to the emails sent to ward councillors.

A Member confirmed that based on the results of the consultation that with regret the Ward Councillors had confirmed their agreement with the proposal to delete the scheme.

An Advisor questioned why the views of teachers from Newton Farm and Grimes Primary were not considered during the consultation and the officer explained that the consultation was for local residents and businesses in the area.

An Advisor commented that Harrow Cyclist's vision every child should cycle to school was unlikely to materialise if traffic was reintroduced on Marlborough Hill and as the recommendation was contrary to the equality impact assessment and many benefits of a school streets scheme to the elderly and disabled would be lost, she urged the Panel to refuse the officer's recommendation.

Another Advisor commented that School streets schemes could be successful as was the case in the Grimes Dyke School Scheme but that in this case it had not been successful.

A Member suggested that perhaps a review could be carried out to identify what went wrong and take those into consideration in the implementation of other street schemes in the future.

A Member commented that lessons could be learnt from the successful implementation of the implementation of Margaret school streets scheme and issues raised by residents about the Marlborough School streets scheme should have been mitigated. He suggested that a report to the Panel detailing lessons learnt could be beneficial.

RESOLVED: That the Panel noted the contents of the report and recommended to the Portfolio Holder for Environment and Community Safety that the Marlborough School Streets Scheme be deleted.

22. Road Fatalities Review

Members received the report of the Interim Director of Environmental Services which provided Members with an update on the traffic related incidents which resulted in fatalities on borough roads in the last 18 months. The report also outlined the actions taken by officers following these incidents.

- The Car-on-car collision on Mollison Way, Edgware on 20 March 2022 involving an elderly lady who subsequently passed away. Officers were awaiting the report from the Police before deciding what, if any, speed measures can be implemented.
- The incident involving a car and an elderly male pedestrian incident which occurred on 31 July 2022 at Uxbridge Road/Waxwell Lane Junction (Pinner) who passed away. Based on the outcome of a site visit, officers were recommending the junction be included in the TfL LIP programme for improvement commencing with the design of potential options this financial year and consultation and possible implementation in 23/24.
- The incident occurred at Culver Grove (near junction with St Andrew's Close) (Centenary) 7 August 2022 involving a car and a 62-year-old man who passed away at the location. Officers were awaiting the report from the Police before deciding what, if any, speed measures can be implemented.

The officer informed Members that the Council's killed and seriously injured stats were the lowest around our surrounding boroughs and a TFL dashboard of all the killed and seriously injured across all the London boroughs could be presented at the next meeting of the committee for comparison.

The officer that there was an issue with speeding across the borough that need to look at traffic calming measures, but speeding needed to be addressed because four was very high for the number of fatalities in a year

Chair expressed the Panel's condolences to the family of the bereaved residents and said one fatality was one too many.

A member questioned if the police's delay in provision of causation report has been escalated to the Borough Commander. The officer responded that the portfolio holder and Head of Community Safety had escalated it.

Another Member commented that the response rate of the police was unacceptable, something needed to be done to get a response perhaps a deadline.

Another Member questioned how long the Council would give the Borough Commander to comment on the cause of the accidents. The officer responded that it was a resourcing issue as only one officer was covering multiple boroughs. The officer was overworked. In other boroughs it would have been resolved in 7 days instead of 4 months.

Another Member questioned if anything else could be done to reduce speed a perhaps a publicity campaign might work. The Panel needed to commit to working towards zero fatality on Harrow roads. The officer accepted that a publicity campaign would be of value.

An adviser commented that people were scared to cycle due to the fatalities. To improve active travel, this needed to change.

Another Member expressed concern at the lack of pedestrian crossing near Pinner Hill School. The officer responded that pedestrian crossing near Pinner Hill School could be added to school safety programme which was top priority next year would be included in the LIP. The Council will bid for funding to start the process.

An adviser expressed concerns about the language used by an officer in an email to a resident indicating there had to be a fatality before officers could do something. He indicated that he was however encouraged by what was said and wish officers good luck as something had to be done. The officer explained that perhaps the officer was referring to the stance of the police that to get a speed camera installed, there must have been three fatalities.

The officer informed the committee that a report would be presented at the next meeting of the Panel in February 2023 on how programmes could be prioritised Fatality would be given top priority.

The Chair advised that the response rate of the Police was unacceptable and perhaps a deadline should be issued by end of next week.

RESOLVED: That the report and the recommendation to include the Uxbridge Road/Blythwood Road/Waxwell Lane in the TfL LIP submission be noted.

23. Any Other Urgent Business

There was none.

(Note: The meeting, having commenced at 6.30 pm, closed at 8.43 pm).

(Signed) Councillor Ameet Jogia MBE
Chair