

# **Traffic and Road Safety Advisory Panel**

## **Minutes**

### **11 July 2023**

**Present:**

**Chair:** Councillor Ameet Jogia

**Councillors:** Nicola Blackman  
Shahania Choudhury  
Asif Hussain  
Thaya Idaikkadar  
Jerry Miles  
Vipin Mithani

**Advisers:** Ms V Chamberlain  
Mr J Hinkley  
Mr S Voloseniuc  
Mr A Wood

**In attendance  
(Councillors):** Christopher Baxter  
Kuha Kumaran  
Janet Mote  
For Minute 43  
For Minute 43  
For Minute 45

**35. Attendance by Reserve Members**

**RESOLVED:** To note that there were no Reserve Members in attendance.

**36. Declarations of Interest**

**RESOLVED:** To note that the no declaration of interests, were made at the meeting.

**37. Appointment of Vice-Chair**

**RESOLVED:** To appoint Councillor Thaya Idaikkadar as Vice-Chair of the Traffic and Road Safety Advisory Panel (TARSAP) for the 2023/2024 Municipal Year.

### 38. Appointment of Advisers

**RESOLVED:** That the following nominees be appointed as Advisers to the Panel for the 2023/24 Municipal Year:

- Anthony Wood (Harrow Public Transport Users Advisory Association)
- Veronica Chamberlain (Harrow Cyclists)
- John Hinkley (Harrow Resident Motorist)
- Stefan Voloseniuc (Sf Stefan Civil Engineering & Utility Contractors Ltd).

### 39. Minutes

**RESOLVED:** That the minutes of the meeting held on 22 March 2023 be taken as read and signed as a correct record.

### 40. Public Questions

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

### 41. Petitions

Four petitions were referred by cabinet to TARSAP and were included in the information report on petitions.

One petition was submitted directly to TARSAP by local residents. The resident read out the terms of reference of the petition as follows:

“The restrictive parking zones (J & CA) and times are affecting the ability to meet the needs of our congregation. The restrictions run 7 days a week from 7am to midnight. Worshippers are often fined for unauthorised parking. We appeal to you to allow on street parking for the times detailed in the petition and 30 minutes before and after service to give our worshippers a specific dispensation for these times”

**RESOLVED:** That the petition be received and referred to the Corporate Director of Place for consideration.

### 42. Deputations

**RESOLVED:** That, in accordance with Executive Procedure Rule 48 the following deputation be received in respect of agenda item 10 – 2023/24 Traffic and Parking Schemes Programme Update:

Title of Deputation	Reason for Deputation
Please can a “safety first” approach be adopted to improving Harrow’s Streets to give people a greater choice of	Many people are put off walking or cycling because of road danger. Harrow Council should adopt evidence-based transport policies that

healthy travel options.  
(10 Signatories).

improve road safety and enable active travel, which will have widespread benefits

Full details in relation to the deputations, including questions asked and answers given, are referenced, in brief, at Minute 44 of these minutes.

## Resolved Items

### 43. Information Report - Petitions

The Panel received a report which set out details of the petitions that had been received since the last TARSAP meeting. An officer reported that eight petitions had been received since the last meeting and four had been referred by Cabinet and provided the following details of the Council's investigations and findings and where these had been undertaken:

Petition	Request	Update
Southfield Park	Average speed cameras at both ends with speed limit of 20mph.	Speed cameras were not currently being installed by TfL and the Police. Speeding concerns could be reported by residents directly to the Police via their portal.  The council was currently reviewing the 20 mph zone locations for the 2023/24 financial year and the request would be assessed and prioritised along with all other areas.
Harley Road/Crescent	Parking review	Petition noted, to be assessed against TARSAP agreed criteria. The parking programme is set for 2023/24 and would be reviewed in February 2024.
Pinner Road	Review of zone boundary/entitlement to permits	Petition noted, to be assessed against TARSAP agreed criteria. The parking

<b>Petition</b>	<b>Request</b>	<b>Update</b>
		programme was set for 2023/24 and would be reviewed in February 2024
Lyncroft Avenue	Junction improvements, waiting restrictions, pedestrian crossing, traffic calming, weight restriction signs	Received 29 June - Petition noted, to be assessed against TARSAP agreed criteria.

<b>No</b>	<b>Title</b>	<b>Agreed Actions</b>	<b>Actions Completed and Further Actions</b>
1.	Pinner Road	Access in Line with agreed action	Analysis on going
2.	Marlborough Hill	No further action required	No further action required because the school streets scheme was removed
3.	Hutton Lane	No further action required	No further action required because the planning proposal was not progressing
4.	Whittington Avenue	Request mobile speed camera attendance	Site meeting with residents, three speed checks were done. Further requests received for additional signs and vehicle activated signs. This was being reviewed.  The request for mobile speed camera attendance was submitted to TfL in March 2023
5.	Pinner Park Avenue	Assessed in line with agreed process	The four sites have been accessed. The preliminary report would be discussed with the Portfolio Holder about which Scheme to take forward to consultation,
6.	Manor Way	Assessed in line with agreed process	

No	Title	Agreed Actions	Actions Completed and Further Actions
			design and implementation based on the budget 2023/24
7.	Priory Way	Assessed in line with agreed process	
8.	Radnor Road	Assessed in line with agreed process	

Members asked the following questions:

- A Member questioned regarding Pinner Park Avenue (4 listed roads), if there were any indications of which roads would be done this financial year.
- The officer explained that the borough-wide review of the 20mph scheme had been completed and the preliminary list would be discussed with the Portfolio Holder and then a decision would be made on which schemes would be completed in this financial year. He informed the Panel that Mollison Way had ranked very high on the list. It was agreed that ward councillors would be informed once the decision was made.
- An Adviser raised concerns that residents were not being given any update regarding the Waxwell Lane Junction hence the number of public questions. He said that ward councillors and officers had been contacted to no avail. He advised that residents would be more understanding, if they were privy to the information that the Panel had received at the meeting rather than the perceived silence from the Council.
- The Chair requested that ward councillors of that ward be updated with the information discussed by the Panel so that they could in turn inform residents.
- Another Member raised the issue of Drury Road and other parts of West Harrow. He informed the Panel that although there had been meetings with officers, and a site visit, progress had been slow. To bring a petition would be easy and quick but he would prefer the officers' expert advice on what would be the appropriate measures to mitigate the issues. The Chair advised it might be better to bring the matter formally as a petition.
- The officer confirmed that meetings had been held with ward councillors and residents and several requests. Officers had advised that some of the requests may be overtaken by TFL schemes which either impact or provide for some of the requests. He said that all the

requests had to be assessed according to the agreed TARSAP criteria and advised as majority of the area already had traffic calming measures, this might lead to a very low ranking in priority.

- The Chair also requested that the next agenda should include an update on discussions with Members and the advised the Member to bring the matter formally as a petition so it could be logged, tracked and assessed against the TARSAP priority criteria.
- Councillor Christopher Baxter highlighted the concerns of residents regarding Southfield Park. Given the recent incident, a collision, he suggested a site visit was needed as not only because of the accidents (about 4 types) but the large number of near misses warranted concern. He thanked the Chair and officers for the traffic calming measures that was announced at the meeting.
- Councillor Janet Mote added that perhaps something could be done to the road surface, to prevent accidents and wondered there was something on the Canva of the road that accelerated the accident rates. She also suggested that anti-skid road surfaces could be investigated to help prevent cars moving into bollards. She also hoped Southfield Park would be included in the report about installation of 20mp/h signs for 2023/24. The officer confirmed that that a site visit would be conducted.
- The Chair requested that an update be provided to the ward councillors within 21 days of the works planned and to review all the options available. He said that installation of speed cameras might be difficult as it was not managed by the Council.
- An Adviser raised concerns that school children were crossing that junction to Nower Hill School. She felt that this was extremely dangerous, and a child might be killed and a safer crossing needed to be considered for that junction.
- Officers confirmed that road crossings were not part of the proposed works. A further investigation was needed. To determine the issue and if it could be regarded as individual scheme which the Council could bid for TFL funding in the next cycle.

**RESOLVED:** That the report be noted.

#### **44. 2023/24 Traffic and Parking Schemes Programme Update**

Prior to the consideration of the report of the Director of Environment, the Panel received one Deputation from Harrow Cyclists (Minute 42 also refers).

In summary, the reason for the deputation was that Harrow council should adopt evidence-based transport policies that improve road safety and enable active travel, which will have widespread benefits because many people were being put off cycling because of the danger on the roads.

He advocated that the council should adopt a whole-borough principled “safety first” approach, not just focus on locations where collisions have already happened. He proposed a four-fold approach: Safer Speeds, Safer Routes, Safer Drivers and Safer Vehicles. The council should prioritise safety for all road users over convenience. If the council would provide safety for the borough’s youngest and most vulnerable road users, such as children going to school, then the streets would be safer for everyone. It was the campaign aim of Harrow Cyclists that all children in Harrow should be able to cycle to school safely.

The Chair thanked the Representative from Harrow Cyclists for the Deputation and Members asked the following questions:

- A Member asked about the Deputee’s comment (that the discontinued Streetspace LTN trials programme was not kept long enough to gain public acceptance) whether he thought people were not well informed about them at the time.
- The Deputee responded that implementation strategy would be better thought out. Perhaps lesson should have been learnt from boroughs where it had been successfully implemented. The Chair clarified that the removal of the Streetspace LTN Trials programme was one of the most heavily lobbied requests by residents. An adviser commented that the implementation of the cycling training programme needed to be well-thought out to be successful.
- Another Member suggested that if in addition to infrastructural changes perhaps there were things that could be done through education to ensure success.
- Regarding the Cycle Network, an Adviser asked about the aim of the and target of the scheme and how would success be measured. An officer explained that there was no specific target, and the aim of the programme was to try to get as many people as possible cycling and every property is within 400 metres of a good cycle route.
- Another officer explained that the cycle routes were primarily intended to be commuter routes and the council was working towards the mayor's transport strategy of seeking 8 Percent modal shift toward showing active travel such as cycling and walking by 2041. The Adviser suggested that the target could be broken down to every five years. In response to further questions regarding priority of routes, the officer confirmed that Harrow Cyclists would be consulted and have the opportunity to comment on the schemes.
- The Adviser asked how many more children were expected to cycle to school as a result of the cycle Training Scheme. The officer explained that the aim of the programme was to increase awareness and encourage new children to cycle with the hope that they would grow and choose cycling as an option and as the cycle training budget this

year was quite substantial, higher numbers were expected than previous years.

- The Adviser in response to the Chair's question, suggested that the training programme could train parents as well as children, provide bikes to children whose parents could not afford to purchase them and utilise a whole school approach by limiting the scheme to a small number of schools and make it work including providing bikes for kids who don't have them unlike the current training scheme. Once the scheme had proven successful, it would then be extended to other schools. She felt that the Council could get much better value for money by doing it and the KPIs could be obtained directly by the school from the children.
- The Chair suggested that as part of the cycle training programme, it could be reiterated to the three schools to take responsibility as they had the access to the children and information to see how the training programmes and then the schemes that are linked around it could help increase the numbers of children that cycle.
- An Adviser raised a concern that the maps for Clamp Hill were in very small print and this made it extremely difficult to read. She said it would be helpful if in future, the maps could be on a larger scale to make it easier to read.
- She advised that as there was a secondary school on this road it would present a serious problem for parents driving their daughters to school in terms of driving and parking in residential roads, why was safe cycling provision not included in the scheme as per local transport Note 120, which said to receive government funding for local highways investment where the main element was not cycling or walking there would be a presumption that schemes must deliver or improve certain infrastructure to the standards in the local transport Note. She questioned if Clamp Hill was the right location, that it may be better to use the Bridges Road entrance, if the aim was to encourage schoolchildren to cycle to that particular school given the gradient of the descent. She felt that it may prove more realistic to use quieter streets as routes.
- The officer explained that the scheme was initiated to address speeding concerns. There had been a lot of representations from residents that were very concerned about the number of collisions that occurred at the end towards Uxbridge Road so the scheme was primarily a speed reduction scheme. Bridges Road could be explored as a possible cycle route.
- Councillor Kuha Kumaran raised concerns about the lack of progress on the works for the Waxwell Lane /Uxbridge Road Junction. He appreciated that the reports from various stakeholders had taken time to deliver however, the local residents were very upset over the lack of progress. This had been made worse by another accident at the same junction the previous week. He reminded the committee that the first-



year anniversary of the fatal crash was at the end of July and hoped that works could be speeded up as the local residents were anxiously waiting.

- The Chair said that he understood the frustration about the slow progress, but it had been frustrating as because police had taken a long time to report back to officers and funding took a long time but was granted in April. He that requested that officers provide an update by 21 June 2023 and further updates every fortnight.
- An Adviser suggested to officers that regarding the Harrow View All Church Lane and the review of pedestrian walking areas, when crossing was considered, could officers always incorporate a pedestrian and cycling crossing together as the one in Pinner just over the railway line had proved quite useful. Officers agreed to investigate the possibility.

**RESOLVED:** That the report be noted.

#### **45. Road Fatalities Review**

The Panel received the report of the Director of Environment. The report provided Members with an update on the traffic related incidents resulting in fatalities on borough roads in the past 18 months. The officer gave the following updates:

##### **Pinner Road/Station Road Junction (North Harrow)**

The incident was an HGV on cyclist collision which occurred on Saturday 21 August 2021 at 15:18hrs at the Pinner Road/Station Road junction.

- Update - March 2023  
The Police report confirmed that no highway factors were identified in relation to this incident however, it was suggested that cyclists could share footway space on all approaches to the junction, in particular the south-eastern arm.
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- Update July 2023  
Improvements for walking and cycling at this junction were being looked at as part of a review of three major junctions in North Harrow along with a cycling scheme and speed reduction scheme. Feasibility, design and consultation and partial implementation would be completed this financial year.

##### **Mollison Way**

The incident was a car-on-car collision which occurred on Sunday, 20 March 2022 at 08:30hrs.

- Update March 2023  
A review of the borough was currently underway which would prioritise locations for 20mph zones and limits.
- Update July 2023  
The initial assessment of locations in the borough resulted in Mollison Way scoring the highest of all roads in the prioritisation process. It was agreed to proceed with design work immediately. Design, consultation and implementation would be carried out this financial year.

### **Uxbridge Road/Waxwell Lane Junction (Pinner)**

The incident occurred on Sunday, 31 July 2022 at 18:23hrs involving a car and an elderly male pedestrian.

- Update March 2023  
The Police report recommended repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.

Options to improve pedestrian crossing at this location were being investigated and would be reviewed by the Leader of the Council.

- Update July 2023  
Investigation work was on-going. Design and consultation would be completed this financial year, implementation would be subject to the availability of sufficient TfL funding this financial year.

### **Culver Grove (near junction with St Andrew's Close) (Centenary)**

The incident occurred on Sunday, 7 August 2022 at 00:15hrs involving a car and a 62-year-old man who passed away at the location.

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- Update March  
The Police report did not identify any highway factors and recommended clearing back any foliage from street lighting. This took place during the site visit.

### **George V Avenue**

The incident occurred at 10:55am on Friday 14 April 2023 involving a 65-year-old man and a car. The pedestrian was initially seriously injured but sadly passed away.

Officers met with the Police on 14 June 2023. The full police investigation had not been concluded at the time of writing the committee report.

At this stage, it had not been confirmed that speed was a factor however, automatic.

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### Update on the Police Recommendations:

- That the wild grass and flowers be trimmed/removed by LB Harrow as soon as practicable to improve the vision for pedestrians and vehicles at the location. – *Officers confirmed that the trimming/removal of wild grass and flowers had been completed.*
- That road markings at the location should be refreshed by LB Harrow as soon as practicable. – *Officers confirmed that this was yet to be undertaken but would be done soon.*
- That a pedestrian count be carried out by LB Harrow at this location to determine the volume of pedestrians using the bridleway and crossing the road at this location. - *Officers confirmed that the pedestrian count had been carried out.*
- If the result of the pedestrian count was significant then it was recommended that LB Harrow should consider the installation of a pedestrian crossing point at this location. – *Officers confirmed that that result of the pedestrian count was received last week.*
- Speed survey was carried out at the location and LB Harrow were awaiting the results. If vehicle speeds were found to be an issue then appropriate solutions could be discussed. – *Officers confirmed that they had received the results of the speed survey.*

### Members asked the following questions:

- A Member asked about progress on the Pinner Road /Station Road junction scheme. He said that road widening was proposed but no progress had been reported. The officer explained that they were aware of the previous proposals which were being reviewed. Investigations were ongoing to determine if the measures proposed are sufficient to address the issues.
- An Adviser commented that it was 2 years since a cyclist had been killed. Despite previous assurances from officers, Harrow Cyclists had not received any designs to comment on so. She asked if officers could confirm that the design will be compliant with LTN 120 and that no shared space will be allowed at this junction. The officer explained that the scheme was still in design and previous proposals were being reviewed to ensure that they were appropriate and any needed alterations to the scheme could be made and would adhere to all relevant legislation. She also explained that scheme was being taken forward as part of wider projects involving bigger junctions in the area and although there was a cycle route that through there, any cycle design would not include that junction intentionally because it was being taken forward as part of a wider projects.
- An Adviser commented on George V Avenue which was near a very important access for green space in both Pinner and Headstone due to

the mental health benefits as the only farm. It was important that it was a safe place for or people to go walking and how needed a safe crossing. She suggested lowering the speed limit and putting in the speed table ideally at a point where the bridleway crosses King George V to help get rid of boy racers and also to make it safe for people who wanted fresh air and exercise.

- A Member asked for clarity on the timeframes for Pinner Road Schemes - on what was the earliest timeline so that be some time before we are able to give an update on that project. The officer explained that they were still confident for partial implementation by the end of the year financial year but it would depend on the outcomes of the initial investigation. Implementation of the Cycle Scheme might positively affect some schemes time-wise. Finalised designs would be shared with ward councillors. The Chair requested an update (perhaps a short note to the Panel) on this scheme by end of August to keep ward councillors and residents updated.
- An Adviser questioned the purpose of CPZ's and if they were ever reviewed. He suggested that in changing times and habits perhaps, they out to be reviewed to reflect these to ensure effectiveness. The officer explained that CPZ's were automatically reviewed three years ago and since then there was an agreement that they would be reviewed in three time periods. The Chair also explained that most CPZ's were demand led by residents and enjoyed majority support. It was discussed that perhaps there the Panel could push for a borough wide review of all the parking zones and it was suggested that all Councillors could be asked to participate in the review.

**RESOLVED:** That the report be noted.

(Note: The meeting, having commenced at 6.30 pm, closed at 8.38 pm).

(Signed) Councillor Ameet Jogia MBE  
Chair