

## TRAFFIC AND ROAD SAFETY ADVISORY PANEL – 13 MAY 2024

### PUBLIC QUESTIONS (ITEM 4)

Under Rule 49 of the Executive Procedure Rules, members of the public may question the Chair of a Panel at meetings. There is a time limit of 15 minutes for the asking and answering of public questions.

1.

**Questioner:** David Summers

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** "At the time of submitting this question, it appears that the Harrow to Pinner Cycleway Project is not on the Agenda for this evening's meeting.

This project, as currently proposed, does not have the support of any traders in Marsh Road, Pinner, and also does not have the support of Pinner Synagogue which occupies the corner site of Marsh Road and Cecil Park.

Has this project now been dropped or when will it reappear in a substantially amended form for re-consultation? "

**Chair's Response:**

This project is featured in the Schemes Update report. The project is considered a high priority to enable delivery of much needed cycling infrastructure in the borough. Whilst not everybody will support all of the proposals, it is important to try to find a balance to address concerns and still provide measures that can enable those that wish to travel by cycle, the opportunity to do so safely. The analysis of consultation responses and amendments to proposals are currently being worked on with a decision on next steps due to be made shortly.

2.

**Questioner:** Bryn Evans

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** Harrow's Draft Long Term Transport Strategy (agenda item 11) includes a commitment to increasing the number of school streets. However, since the start of the council term, one school street has been removed and no new ones have been consulted on. How many school streets does the council intend to

implement by the end of the current council term?

**Chair's Response:**

We will commence engagement with six schools this year and hope to implement schemes in early 2025 if there is sufficient support. The programme is expected to continue with a similar level of proposals in 25/26 and 26/27.

3.

**Questioner:** Palvi Shah

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** The Active Transport motion states that the council will explore the creation of a cycle route along the Station Road and Sheepcote Road corridor, linking Wealdstone Town Centre with Northwick Park Hospital. However, this is not mentioned in Harrow's Draft Long Term Transport strategy. Why is it not mentioned? What progress has been made so far, and will the council ensure that all developments along the route (such as Poets Corner) enable space to be provided for safe cycle lanes?

**Chair's Response:**

The Long-Term Transport Strategy is a high-level policy document setting out the Council's vision and objectives for improving transport in the borough but does not include details of specific projects. The Transport Local Implementation Plan (LIP) sets out the projects and deliverables on a three-year cycle, however, the Cycleways Network Delivery programme does not at present include the route mentioned along Station Road as it does not meet the requirements to be funded. There are currently two routes in design that run parallel to Station Road along quieter residential streets that we hope to consult on later this financial year. The development sites along the Station Road corridor will be served by these routes. Any proposals outside of the LIP will require separate funding.

4.

**Questioner:** Katherine Saminaden

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** As this Panel should be advising on Road Safety as well as for Traffic, what actions has it taken since assuming office in May 2022 to make Harrow safe for all cyclists, including

those using adapted cycles?

**Chair's Response:**

The Council is developing a network of cycle routes in the borough that are being designed to the latest cycle design guidance (Cycleway design guidance and the DfT's LTN 1/20). The final designs are subjected to independent safety audits but also TfL's Cycleway assessments and design reviews, which scrutinise the quality of the design for all road users but particularly different types of cyclist and cycles.

The first of these routes is the Harrow to Pinner route which has been through the public engagement stage and is in the reporting process at this moment. This route has been developed with all types of cyclist and cycle in mind and includes wider cycle tracks that can accommodate larger cycles. Adapted cycles and cargo bikes will also be considered when locating cycle parking along the routes. Subsequent route designs will be developed to the same standards and include widening existing cycle tracks to make them suitable for specialist and adapted cycles.

5.

**Questioner:** Dipaque Bhatt

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** Given the serious injury to the motorcyclist on Drury Road on the 3rd December 2023 at 19:10 - where the driver cut the corner and ran over the motorcyclist and never stopped. Can we please fit a pedestrian island to prevent any further road accidents at this junction?

**Chair's Response:** The collision at the junction of Drury Road and Whitmore Road is still under investigation by the Police. This means that it is not possible to recommend any specific measures for improvement at this stage as the details of the incident are not known. The Police will be carrying out speed and volume checks in Drury Road as an unrelated task. When we have further information from these investigations, we will be able to advise on what action we will take, should any be required.