

Traffic and Road Safety Advisory Panel

Minutes

10 July 2024

Present:

Chair: Councillor Thaya Idaikkadar
(Vice-Chair in the Chair)

Councillors: June Baxter
Shahania Choudhury
Nitesh Hirani
Jerry Miles
Vipin Mithani

Advisers: Ms V Chamberlain
Mr J Hinkley
Mr A Wood (Virtual)

**In attendance
(Councillors):** Christopher Baxter
Paul Osborn
For Minute All
For Minute All

**Apologies
received:** Councillor Ameet Jogia
Councillor Nicola Blackman

Absent: Councillor Asif Hussain
Mr S Voloseniuc

67. Appointment of Vice-Chair

RESOLVED: To appoint Councillor Thaya Idaikkadar as Vice-Chair of the Traffic and Road Safety Advisory Panel (TARSAP) for the 2024/2025 Municipal Year.

68. Attendance by Reserve Members

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

Ordinary Member

Reserve Member

Councillor Ameet Jogia

Councillor June Baxter

Councillor Nicola Blackman

Councillor Nitesh Hirani

69. Declarations of Interest

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

70. Minutes

RESOLVED: That the minutes of the meeting held on 13 May 2024 be taken as read and signed as a correct record.

71. Public Questions

RESOLVED: To note that no public questions had been received.

72. Petitions

Ms Lorraine Samuels presented a petition containing 59 signatures on behalf of the residents of Stratton Close, Edgware, HA8 6PH.

The terms of reference of the petition were as follows:

“We the undersigned petition Harrow Council to put in place a double yellow line parking restriction on the left-hand side of the road entering Stratton Close, Edgware HA8 6PH, leading from the roundabout into the estate. At present vehicles are parking on both sides of the road, causing an obstruction and restricting general access to the estate, this includes: the weekly refuse collection and emergency vehicles. We would like to state that we are in favour of the request that Harrow Council implement double yellow lines at the location.”

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

73. Deputations

RESOLVED: To note that there were none.

Resolved Items

74. Information Report - Petitions Report

The Panel received the Petitions Report, which set out details of the petitions that had been received since the last TARSAP meeting on 13 May 2024. The report provided details of the Council's investigations and findings where these had been undertaken.

RESOLVED: That the report be noted.

75. Information Report - Traffic and Parking Schemes Programme Update 2024-25

The Panel received the Traffic and Parking Schemes Programme Update 2024-25, which provided an update on progress with the 2024/25 traffic and parking management programme of works.

The Panel queried why only one scheme scheduled for completion, Mollison Way, had been cited in the report despite officers undertaking to commence consultations on other schemes at the last meeting on 13 May 2024.

Members sought clarification that the consultations on Northumberland Road, Lucas Avenue and Southfield Park would still be carried out this summer, and questioned why Southfield Park been prioritised over Grimsdyke Road.

The Panel were informed that work on Mollison Way was almost complete. Pinner Park Avenue would be worked on this summer. Consultations on Northumberland Road, Lucas Avenue and Southfield Park had been delayed due to the General Election in July 2024. However, consultations would commence as soon as feasible. Southfield Park had been prioritised over Grimsdyke Road due to historical local opposition to a proposed 20mph zone in Grimsdyke Road, and Southfield Park had seen collisions.

The Panel inquired whether officers had heeded the guidance at the last meeting to provide bicycles to the most disadvantaged children. They were not benefiting from further cycling training because they had no bicycles and lacked initial riding skills. Members asked what was being done to address this problem.

The Panel were informed that officers would consider how to make bicycles available to children who did not have them, as well as provide separate Learn to Ride sessions in schools alongside the *Bikeability* programme, for children who did not know how to ride.

The Panel's attention was drawn to the Local Transport Note (LTN) 1/20 on the need to comply with this Government guidance to receive funding. Officers had confirmed on 11 July 2023 that all future schemes would be compliant with Local Transport Note (LTN) 1/20. Unfortunately, despite that

assurance, the Pinner/Harrow cycleway did not comply in many respects. However, it was a step in the right direction.

The Panel asked if officers could confirm that all future designs would comply with the Core Design Principles of Local Transport Note (LTN) 1/20, that stated that routes should be: “coherent; direct; safe; comfortable; and attractive”. The Panel were advised that designs were compliant and would continue being so as much as feasible. However, there was no guarantee that all schemes would be 100% compliant, as compromises must sometimes be made.

The Panel observed that cycle training was only useful if road conditions were safe. Drivers caused the most danger, and not the lack of cycling skills in instances where there were mishaps. Furthermore, parents would only let their children ride to school on roads if it was safe. Examples were given by the Cycling Advisor where, in the last two years, experienced adult cyclists had been injured by drivers.

Further examples were cited by the Cycling Advisor to provide Members and Officers the reality of cycling in Harrow, which was currently unsafe and adding a coat of white paint on roads to mark cycle lanes did not give drivers the ability to drive properly. Furthermore, prudent parents still did not consider that only *Bikeability* training would keep their children safe on the road and still feared that drivers would injure and/or kill their children on the way to school.

RESOLVED: That the report be noted.

76. Information Report - Road Fatalities Report

The Panel received the Road Fatalities Report, which provided Members with an update on traffic related incidents resulting in fatalities on borough roads in the last 18 months. The report also outlined the actions taken by officers following these incidents.

The Cycling Advisor was concerned that 20mph speed limits had not been introduced across the borough. They cited the 40mph limit on George V Avenue still in force despite a pedestrian and cycle crossing in the middle where a man had been killed by a driver. People regularly, and with impunity, exceeded even that speed limit on that road.

The Cycling Advisor queried why default 20mph speed limits could not be implemented. Eleven of the capital's boroughs including Richmond, an outer London borough, with plenty of car ownership, had implemented 20mph speed limits. This had resulted in decreased fatalities.

The Panel suggested that the Council write to car manufacturers to request them to introduce speed limiters in cars, so that all drivers complied with speed limits.

RESOLVED: That the report be noted.

(Note: The meeting, having commenced at 6.30 pm, closed at 7.07 pm).

(Signed) Councillor Thaya Idaikkadar
Vice-Chair in the Chair