

Traffic and Road Safety Advisory Panel Virtual Meeting

Public Questions accepted

Date: **Tuesday 13 October 2020**

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL – 13 OCTOBER 2020

PUBLIC QUESTIONS (ITEM 6)

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

1.

Questioner: John Marchant

Asked of: Councillor Jerry Miles, Chair of Traffic and Road Safety Advisory Panel

Question: “Given the dangerous and chaotic traffic problems in Pangbourne Drive and Dalkeith Grove could the Low Neighbourhood Scheme kindly be considered by the Panel for these roads?”

2.

Questioner: Alain Cohen

Asked of: Councillor Jerry Miles, Chair of Traffic and Road Safety Advisory Panel

Question: “As a resident of Orchard Close, I am writing to request that pavement parking be allowed due to the fact that the road is too narrow to allow large delivery, service and emergency vehicles to pass. All 14 houses in the close are in agreement that this is what is wanted by us. I have attached a few pictures to highlight the issue.

Pic 1 shows a bin lorry that can not pass when a vehicle is parked on the street, the driver had to ring the bell and ask us to move.

Pic’s 2 and 3 show the road with no cars parked outside the house and how much space there is (or lack of) to get past.

Pic 4 – 6 shows a neighbour’s car which was damaged by a bin lorry and a claim is currently being put through to the council to cover the cost of the repair”.

3.

Questioner: Michael Kleiman

Asked of: Councillor Jerry Miles, Chair of Traffic and Road Safety Advisory Panel

Question: “We have had an ongoing discussion with Harrow Council over the last 2 years with regard to pavement parking in Orchard Close which is a narrow circular close with many residents cars parked – basically we are not allowed to park on the pavement which is causing problems of access for emergency vehicles and Harrow Council Refuse Vehicles- as Parking Enforcement officers currently have instructions to issue penalty notices to cars parked in Orchard Close –even with “2 wheels on / 2 wheels off” parking mode.

These problems were put into real time situation today where the Brown Bin Collection lorry hit and damaged one our neighbours cars –Resident at No 12 - causing significant damage in trying to get round Orchard Close.

The photos and direct complaint about the actual incident will be made by the resident herself.

Also another resident this morning in the middle of sorting out her toddler and with other children in the house had to go out and move her car to let the Blue Bin Wagon round leaving her young children in the house unattended while she moved her car –so 2 problems in the same collection day.

The point of this email is to emphasize how this was a real example of an accident waiting to happen as whilst we as residents are not able to park with “ with 2 wheels on / 2 wheels off “ on the pavement in Orchard Close – which we did for years with NO problems for access to the Refuse Wagons-then it becomes difficult for the Refuse wagons to get round this road with no pavement parking.

Also recently (until the last 2 weeks) the Refuse wagons have been reversing down the approach road to Orchard Close with the Bin Collectors taking the bins to the wagon rather than trying to get the wagon round the narrow road with cars parked which was a sensible solution all round - so why have they stopped doing this and tried to get the wagons round again which caused both problems today?

All the residents in Orchard Close are upset about what happened today as it could have been any of our cars that were damaged and all we can hope is that after this serious incident that Harrow Council will look into the overall situation which

caused the problem – namely the actual parking in Orchard Close itself and how all refuse collections will be carried out safely until the parking situation is resolved properly.”

For the sake of further illustrating the point re parking – we also had an incident in JANUARY 2019 which should be on record at Harrow Council where a fire engine got stuck on the green in the middle of Orchard Close for over 3 hours as it could not get round due to cars parked OFF the pavement in the road (08/01/2019)

4.

Questioner: Hugh Brown

Asked of: Councillor Jerry Miles, Chair of Traffic and Road Safety Advisory Panel

Question: “TARSAP previously made a recommendation to proceed with the St John Fisher School 20mph zone, which included the installation of a speed table at the junction of Melrose Road and Kingsley Road.

In the reports pack for the TARSAP meeting held on 28th November 2017, it was stated that "The council no longer installs full width round top road humps" and that "Instead we use a combination of speed platforms or speed cushions both of which are designed in accordance with the Department of Transport guidelines".

Assuming the guidelines referenced is the "London Transport Note 1/07" published March 2007 (which is the current traffic calming guidance published on gov.uk), this guidance states: "2.12.1 Before implementing any new traffic calming scheme, the full impact should be evaluated. the other main area is environmental impact.

2.12.2 Environmental impact can cover a range of areas, including drainage..."

It also states (in paragraph 4.2.5) that kerb-to-kerb speed humps "will require additional drainage".

I live adjacent to the speed table at the junction of Melrose Road and Kingsley Road, and have reported multiple instances of surface water flooding of mine and my neighbours' properties. This occurs when heavy rain exceeds the capacity of the carriageway drainage, causing surface water to flow over the pavements and onto residential properties, flooding our front gardens and entering our houses through the air bricks. Prior to this meeting, I have shared two videos, showing surface water

flooding in 2015 (before the speed table was installed, showing water flowing down the carriageway) and in August this year (after the speed table was installed, showing water flooding our properties). The difference between these videos is stark, and I would hope it is obvious to members of this panel and any reasonable person, that the speed table is obstructing the flow of the water and directing it onto residential properties.

This is not a maintenance issue, this is a concern about a recommendation made by this panel, and whether sufficient consideration was given to mitigate drainage and flooding risks. Given the evidence of flooding presented in the videos, which I suggest is caused by a scheme recommended by this panel, I ask that this panel now recommends a review, which will report back to TARSAP, to determine the effect of this speed table on surface water and what design alterations would be needed to mitigate?"

5.

Questioner: C Procopiou

Asked of: Councillor Jerry Miles, Chair of Traffic and Road Safety Advisory Panel

Question: RE: Parking Problems at Orchard Close, London HA8 7RE

Two main problems with our street

1: very narrow Road

2: main entrance parking to the close is used as a storage of cars owned by repair garage in the area and non-residence car owners.

Point 2 can be solved by having a residence only parking which will certainly free up a lot of the parking problem.

Point 1 is also very easily solved by the council allowing us to park on the pavement.

Our street is a narrow close which causes havoc when large vehicles need to pass through.

Many of our cars have been damaged, the cause being vans and lorries trying to squeeze through narrow gaps.

The refuse vehicles cannot get through and those that have tried have certainly damaged some of our vehicles.

It is only a matter of time that an emergency will arise that will require a fire engine which will not be able to gain access and could very likely cause unnecessary casualties.

As a street we are all in agreement that the only solution is to allow as to partially park on the kerb without fear of traffic wardens or fines.

We have done this for many years and never had a problem. It was not until the last couple of years that someone in the council felt it wise to alienate the whole street and basically go to war with us by sending traffic wardens.

This is a quiet road that pedestrians prefer to walk on the street. In all of my many years I have never seen anyone walk on the pavement.

As residents we all stand together and ask the Council to look at this as a matter of urgency and give us the solution we all expect?

6.

Questioner: Gareth Thomas MP

Asked of: Councillor Jerry Miles, Chair of Traffic and Road Safety Advisory Panel

Question: "Whether Harrow Council will consider introducing a local safety scheme in Alexandra Close?"

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