

Traffic and Road Safety Advisory Panel (Special) Public Questions

Date: Monday 11 January 2021

4. Public Questions (Pages 3 - 8)

To receive any public questions received in accordance with Executive Procedure Rule 49 (Part 4D of the Constitution).

Questions will be asked in the order in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

[The deadline for receipt of public questions is 3.00 pm, Wednesday 6 January 2021 and for any questions related to items circulated after the main agenda the deadline is 3.00pm on Friday 8 January 2021. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL – 11 JANUARY 2021

PUBLIC QUESTIONS (ITEM 4)

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: Rosalyn Neale

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

Question: “The increase in the level of traffic in the Pinner Road (and other main roads) is due to LTN04 and LTN02 funnelling traffic onto the Pinner Road in both directions. We understand you haven’t taken any specific readings there of the additional levels of pollution which must have gone up significantly in line with the increased traffic. What steps are you taking therefore to protect the safety and health of the Vaughan School children who walk up and down the Pinner Road to reach their school? Following the outcome of the coroner’s report into the tragic case of 9-year-old Ella Kissi-Debrah this becomes even more relevant.”

2.

Questioner: Miep Golabi

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

Question: “Why have you not made sure that there was someone onto the TARSAP Panel to represent the disabled residents as they have been particularly badly hit by implementing the LTN’s?”

3.

Questioner: Ian Farr

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

Question: “The Streetspace programme report - Low Traffic Neighbourhoods - October [2020](#) concluded decisions need to be made due to "congestion and delay caused by LTNs on the main

road network"

But prior to this said:

"The surveys do show clearly the initial impact of the measures immediately after they were implemented. It is likely that these impacts will reduce over time as travel patterns change."

Car traffic levels is an emotive issue which needs understanding of the causes as a whole and a holistic view of solutions that includes the Council's traffic policy

The report's figures for before and after do not compare like for like as there were other changes happening between the two measurement months, and also affect 'normal' car traffic levels

- All pupils returning to school
- People moving from public transport to cars
- People taking to cars for fear of walking near others
- People working from home
- The upward trend in traffic in Harrow (50% between [2009](#) and [2019](#))
- weather and light levels

What is your view on the traffic increase elsewhere in Harrow in October (and subsequently) due to these factors versus the impact of LTN displacement and are there junctions/roads elsewhere that can be used for improved comparison purposes to those measured in the report?"

4.

Questioner: Karen Jolliff

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

Question: "Now that you have closed the zebra crossing outside West Harrow station, just before Christmas, how do you expect the primary school children to safely cross the road?"

5.

Questioner: Emma Bradley

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

Question: "In Headstone South and West Harrow (LTNs 02 and 04), some

of the physical modal filters were converted into signed-only filters on 23 December to pre-emptively facilitate emergency vehicle movements through the area due to the escalating Covid 19 crisis. However, the changes also now make it physically possible for people to drive through illegally. Therefore, would you please advise what proportion of motor vehicles driving through the filters since 23 December have been emergency vehicles?”

6.

Questioner: Kinnar Patel

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

Question: “At the last Harrow council cabinet meeting Cllr Keith Ferry was asked by a Greenhill resident for the data (as in the actual numbers, evidence, facts & figures) detailing how many current Greenhill residents wanted LTN-03 to be implemented as we know that the vast majority of residents in Greenhill do not want this (and we know this because we did a door to door petition in Greenhill a few weeks ago and managed to get over approx. 400 signatures asking for the removal of LTN-03 from Greenhill residents in just a few hours) and roughly 95% of all comments related to LTN-03 on the Harrow Street Space website itself in the first few months of it being implemented also ask for it to be removed. So, why has this not yet been removed when it is negatively impacting Greenhill residents. And can you please share the actual data/figures showing how many residents wanted it to be installed here as no-one has shared this with us yet despite us asking.”

7.

Questioner: Claire Tolley

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

Question: “Since the Headstone South LTN (LTN-02) was effectively halved by the removal of planters on Pinner View and Kingsfield Road there has been a noticeable increase in speeding traffic on the cut-throughs. What plans do you have to monitor and enforce the 20mph limit that you installed in October given it is being almost universally ignored?”

8.

Questioner: Tony Levene

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

Question: “The Wealdstone town centre scheme will remove the ability to cycle southbound down the High Street, and therefore prevent safe access by bike from local neighbourhoods in some directions. The only cycle route included in the scheme is a single indirect route, mostly shared with pedestrians, designed with no input from people who actually cycle in Harrow. Why does the scheme not provide safe cycle routes along desire lines identified by residents and local cyclists? “

9.

Questioner: Gerry Devine

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

Question: “When the review of LTN barriers takes place, whatever decisions are reached about the rest of the Headstone South LTN, please can consideration be given to retaining the Beresford Road barrier for the following reasons:

- By removing excess and often fast-moving traffic it has made Beresford Road safer, particularly at the entrance to Harrow Recreation Ground which has high usage by pedestrians and cyclists, representing people of all ages including children and the elderly.
- Since the barrier was installed, the previously high amount of drug trafficking from cars parked outside the Recreation Ground entrance has greatly reduced and is now almost non-existent. This has been confirmed by the Met Police Headstone South Safer Neighbourhoods Team.
- The alternative route for emergency vehicles requires a relatively small detour which does not significantly increase access time.

A number of residents of Beresford Road are therefore in favour of retaining the barrier.”

10.

Questioner: Utkarsh Kadganche

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

Question: “One of my main concerns in the Harrow LTN trials is your feedback process and current live consultation system is majorly flawed. We residents feel that there was no real FULL all-encompassing and all-accessible (not just online) consultation both before and even now during the live experimental trial. You have asked residents to voice their concerns and share their views about the Harrow LTNs on the Harrow Street Space website, however, many residents did not know that they had to do this (I have heard that there was a leaflet posted to *some* residents’ homes and yet many people who live on Francis Road, Greenhill itself – the site of the LTN-03 roadblock did not get this and neither did the vast majority of the 400 of the residents that we communicated with in Greenhill who signed our petition to remove LTN-03) and there are still so many people who are not aware of this feedback site that live in Harrow. The feedback system discriminates against many residents who are not online and cannot get online in order to share their thoughts for several reasons including the fact that many rely on accessing computers from their local libraries and are unable to do so as this scheme has been implemented during the COVID pandemic and lockdown which stops people from accessing such facilities. As so many residents cannot give their feedback as they simply do not know how to do this or are unable to get online or write letters to the council and Councillors - I wonder if that means that their opinion doesn't get recorded and doesn't count. as that is the case at the moment.

What are Harrow Council doing to ensure that ALL residents, businesses and services' voices and opinions about the LTNs including LTN-03 are heard and addressed?”

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