

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

1 DECEMBER 2004

Chair: * Councillor Miles

Councillors: * Arnold * Ismail
* Branch * Kara
* Burchell * John Nickolay
* Choudhury * Anne Whitehead
* Harriss

* Denotes Member present

[Note: Councillors D Ashton, Marilyn Ashton, Mrs Bath, Seymour, Silver and Stephenson also attended this meeting in a participatory role].

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Petition Requesting Free Parking Facilities for Shops in Pinner Road, North Harrow**

Your Panel received a petition requesting free parking facilities for shops in Pinner Road, North Harrow. The petition was presented in the following terms: 'All shops in Pinner Road that have controlled parking outside are suffering from a loss in trade, customers do not want to pay to park and go elsewhere to shop, these businesses only want the same concession, as the rest of North Harrow, a period of free parking. We think the Council should implement this as soon as possible'.

In addition, the Panel received and considered advice from the Interim Head of Environment and Transport which detailed the history of and existing arrangements for car parking provision and charges in Pinner Road, North Harrow.

In the debate that followed, the Panel reached a consensus that North Harrow Shopping Centre was in a state of commercial decline, and pending other long-term measures including a report on the health and vitality of the centre, an immediate measure in order to aid regeneration was favoured.

Accordingly, it was proposed that the first hour free parking currently available in the North Harrow shopping parade car parks should be extended to the 28 on-street pay and display parking spaces in Pinner Road.

Resolved to RECOMMEND: (To the Leader of the Council)

That (1) the first hour of on-street parking be free in Pinner Road, North Harrow, Monday to Friday inclusive, to be implemented as soon as possible; and

(2) all other tariffs remain the same.

[REASON: To immediately improve the attractiveness of the local centre, given the problems of the health and vitality of the centre, pending other longer-term measures].

(See also Minute 76).

RECOMMENDATION 2 - Petts Hill Bridge - Scheme Design and Consultation Results

Your Panel received a report of the Interim Head of Environment and Transport which detailed the improvement scheme design in relation to Petts Hill Bridge and the results of the consultation process with local residents.

Members were informed that following agreement to submit a bid to Transport for London (TfL), work on the improvement scheme had commenced. The Chair commended officers on their ongoing management of enquiries and the extensive consultation with local residents that had taken place.

With regard to the congestion caused by the construction work, it was advised that the Council was liaising with TfL in order to minimise the disruption experienced by motorists, and that officers visited the site daily in order to assess the signal times. In response, Members made several suggestions to limit the impact of the construction work, such as the suspension of a number of bus lanes and the provision of extra warning notices.

Resolved to RECOMMEND: (To the Portfolio Holder for Environment and Transport)

That (1) the above comments be noted;

(2) the proposed scheme and junction layout as described in the design report in Appendix A of the officer report be approved for implementation; and

(3) authority be given to officers to take all necessary steps under Section 6 of the Road Traffic Regulation Act 1984 to introduce a bus lane at the Northolt Road/Alexandra Avenue junction, subject to the consideration of any formal objections, and that the details of the order-making be delegated to officers.

[REASON: To enable officers to progress to scheme implementation].

RECOMMENDATION 3 - Stanmore CPZ - Consultation Results

Your Panel received a report of the Interim Head of Environment and Transport which detailed a review of the existing Controlled Parking Zone (CPZ) in Stanmore and the results of consultation on the proposed extensions to the scheme.

It was advised that the current CPZ had been installed 10 years ago in order to address parking problems in Stanmore and the general consensus was that the system was working well. An officer informed Members that the proposed extensions to the CPZ were very limited and the majority of the roads addressed within petitions objecting to the extension of the scheme would not be included on the basis of lack of support. The exception was Howberry Road where a CPZ would be included in the advertised scheme for part of the road.

In the discussion that followed, several Members referred to the recommendations outlined in the officer report and commented that if a number of businesses chose to purchase a permit in order to make use of the parking bays in The Broadway, this would accentuate the existing parking problems already experienced by shoppers in Stanmore. Consequently, the Panel agreed to omit recommendation 2.1(g) from the officer report and to re-number the remaining recommendations accordingly.

Concerning the consultation process, it was stated that a number of the roads included within the proposed extensions were borderline in agreeing to the scheme. As a result the Panel agreed that they be re-consulted. These included Eaton Close, Snaresbrook Drive and London Road. In relation to Eaton Close, it was advised that residents should be re-consulted in parallel with the statutory consultation. With regard to the latter two roads, it was agreed that residents should not only be re-consulted concerning the implementation of the CPZ but also in relation to its times of operation.

Concerning Howberry Road and Howberry Close, Members agreed the recommendation that a CPZ be implemented, but additionally that residents should be written to in order to explain the benefits of the system. Notwithstanding these amendments to the recommendations, a back-benching Ward Member commended the balance of the report and concluded that the roads included were about right.

Resolved to RECOMMEND: (To the Portfolio Holder for Environment and Transport)

That (1) the existing Stanmore Town Centre Controlled Parking Zone B be extended as shown at Appendix M of the officer report;

(2) further consultation be carried out in parallel with statutory consultation in Charlbury Avenue, Craigweil Close and Laburnum Court, and if further consultation shows there is no support for inclusion in the CPZ, these roads be excluded from the scheme;

(3) Eaton Road be re-consulted with regard to inclusion in the CPZ, in parallel with the statutory consultation;

(4) further consultation be carried out in parallel with statutory consultation in the proposed zone H extension to include London Road (to Court Drive) and Snaresbrook Drive as shown at Appendix M of the officer report, to establish if there is support for inclusion in the proposed Monday to Saturday extension, and if further consultation shows there is no support, these roads be excluded from the proposals;

(5) a Controlled Parking Zone be created in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close as shown at Appendix M of the officer report to operate, Monday to Friday, 2pm – 3pm, and the residents of Howberry Road and Howberry Close be written to in parallel to the statutory consultation in order to explain the benefits of the scheme;

(6) the traffic orders be amended to incorporate the on-street business permit facility for both zones;

(7) the free parking space in Merrion Avenue be converted to 18 shared use “pay and display”/residents/business spaces operating from 8am to 6.30pm, Monday to Friday as shown at Appendix K of the officer report;

(8) double yellow line waiting restrictions be introduced in Stanmore Hill at its junction with Fallowfield, Park Lane, Hilltop Way and Springfield Close as shown at Appendix O of the officer report;

(9) the existing 8am to 6.30pm yellow line waiting restrictions on the south side in Gordon Avenue at its junction with Old Church Lane be extended to the eastern wall of 7 Gordon Avenue as shown at Appendix P of the officer report;

(10) double yellow line waiting restrictions be introduced in Gordon Avenue at its junction with Water Gardens as shown at Appendix P of the officer report;

(11) the existing double yellow line waiting restrictions in Elm Park on the west side be extended northwards to a point opposite the common boundary of 4 and 6 Elm Park as shown at Appendix P of the officer report;

(12) officers be authorised to make minor amendments and finalise the detailed design in accordance with Appendices K, M, N, O and P of the officer report for order-making purposes, and to take all necessary steps under Sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which be delegated to officers, and to implement the scheme subject to consideration of objections, the statement of reasons to be “to control parking”; and

(13) the head petitioners be informed accordingly.

[REASON: To gain agreement for the way forward with a view to implementation of parking controls to address the Council’s stated priority of enhancing the environment and encouraging more sustainable transport activity].

RECOMMENDATION 4 - Transport Local Implementation Plan

Your Panel received a report of the Interim Head of Environment and Transport which set out the draft Transport Local Implementation Plan, to be submitted to Cabinet on 16 December 2004.

With regard to the funding for the proposed schemes contained within the plan, it was advised that this would be based on the Council’s Medium Term Budget Strategy and the Forward Capital Programme, which were to be agreed in the New Year, and on information yet to be received from Transport for London on likely future settlements. As a result, Members were informed that there was a need to be realistic concerning the plans/programmes that could be achieved within these limited funds.

In relation to the contents of the plan, an officer referred the Panel to the Parking and Enforcement Plan, which included a thorough review of Controlled Parking Zone policies, and to a new programme which Transport for London had required relating to the analysis of congestion hotspots in the Borough.

In the discussion that followed, Members/Advisers made several suggestions in relation to how the plan could be improved. For example, with regard to road safety, it was stated that age should also be included as a factor in the correlation between ethnicity and the number of road accidents. In relation to cycling facilities in the Borough, a Member informed the Panel that these were currently under-used and, as a result, consultation with cycling organisations and pedestrian groups should take place in order to ascertain how the Council could best meet their needs. Officers undertook to consider all of the points raised and incorporate the suggested improvements in the Plan where appropriate.

In response to a request from an Adviser, the Panel agreed that all Advisers of the Traffic and Road Safety Advisory Panel be formally invited to attend the forthcoming Members' Forum on the Transport Local Implementation Plan.

Resolved to RECOMMEND: (To Cabinet)

That (1) the comments above be noted;

(2) Advisers on the Traffic and Road Safety Advisory Panel be invited to the Members' Forum on the Traffic Local Implementation Plan; and

(3) the proposed programmes and policies be agreed as a basis for consultation on the draft Transport Local Implementation Plan.

[REASON: To agree the basis for statutory consultation on the draft Plan].

RECOMMENDATION 5 - Petition Objecting to the Parking Restriction in Pinner After 6.30pm

Your Panel received a reference from the Council meeting held on 21 October 2004 asking the Panel to consider a petition from the residents of Harrow which objected to the parking restrictions in Pinner after 6.30pm.

A Member advised the Panel that the current parking restrictions were causing shops and restaurants in Pinner loss of trade, and a general consensus had been reached that the restrictions after 6.30pm should be lifted by May 2005.

In the discussion that followed, an Adviser commented that to abolish the restriction was a piecemeal measure that would not solve the overall traffic problems in Pinner. In order to illustrate this point a number of examples were cited such as the junction of Marsh Road and School Lane. Members were informed that double yellow lines were required at this junction in order to prevent parked cars from blocking the road when vehicles were waiting to turn right into West End Avenue. It was further advised that a full review of the Pinner Controlled Parking Zone (CPZ) was the only method suitable for solving all of the parking-related problems in Pinner.

The Chair concluded by advising that although a total consensus had not been achieved on this matter, the recommendation to change the hours of operation should be implemented within the next 6 months and in advance of the programmed CPZ review, to which the Panel agreed. It was further advised that the suggestion to install double yellow lines at the junction of Marsh Road and School Lane be given consideration.

Resolved to RECOMMEND: (To the Portfolio Holder for Environment and Transport)

That (1) the 8am – 8pm restrictions in Pinner CPZ be changed to 8am - 6.30pm in advance of the programmed CPZ review and within the next 6 months; and

(2) the suggestion to install double yellow lines at the junction of Marsh Road and School Lane be given consideration.

[REASON: To bring the restriction times in Pinner into line with other CPZs in the Borough].

PART II - MINUTES

66. **Appointment of Chair:**

RESOLVED: To note the appointment at the Cabinet meeting held on 11 November 2004, under the provisions of Advisory Panel and Consultative Forum Procedure Rule 5.1, of Councillor Miles as Chair of the Traffic and Road Safety Advisory Panel for the remainder of the 2004/2005 Municipal Year.

67. **Attendance by Reserve Members:**

RESOLVED: To note that there were no Reserve Members in attendance at this meeting.

68. **Declarations of Interest:**

RESOLVED: To note that there were no declarations of interests made by Members in relation to the business transacted at this meeting.

69. **Appointment of Vice-Chair:**

Both Councillor Anne Whitehead and Councillor John Nickolay each having been duly nominated and seconded to the office of Vice-Chair, and upon a vote, it was

RESOLVED: That Councillor Anne Whitehead be appointed as Vice-Chair of the Traffic and Road Safety Advisory Panel for the remainder of the 2004/2005 Municipal Year.

70. **Arrangement of Agenda:**

RESOLVED: That (1) all items be considered with the press and public present;

(2) item 10a on the Main Agenda be considered before item 10b and item 11b on the Main Agenda be considered after item 10a; and

(3) two items now identified by the Chair be added to the business for this meeting. (See Minutes 86 and 87 below).

71. **Minutes:**

RESOLVED: That the minutes of the meeting held on 22 September 2004, having been circulated, be taken as read and signed as a correct record subject to Recommendation 1, Paragraph (1) being amended to read as follows:-

“That (1) officers continue to investigate with Brent Council and TfL as a matter of urgency the feasibility of widening Kenton Road and reinstating the (currently banned) right-turn into Kenton Lane whilst retaining two straight ahead lanes (option 3), seeking the assistance as necessary of the GLA Member for Brent and Harrow who is also a Brent Councillor.”

72. **Public Questions:**

RESOLVED: To note that no public questions were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

73. **Petitions:**

RESOLVED: To note the receipt at the meeting of the following petition, which was referred to officers for consideration:

- Petition Requesting a Yellow Line on Both Sides of Village Way and Parking Controls for Part of the Day
The petition was presented by Councillor Arnold and had been signed by approximately 62 residents.

74. **Petition from the residents of Albury Drive, Pinner in relation to parking and traffic congestion:**

The Panel received a petition from the residents of Albury Drive, Pinner in relation to issues of parking and traffic congestion.

A petitioner informed the Panel that congestion in the road was a particular problem at the beginning and end of the school day and accordingly requested that Albury Drive be monitored at these times.

RESOLVED: That officers investigate parking and traffic congestion in Albury Close, taking into consideration the times of the day suggested above, and report as appropriate.

75. **Deputations:**

RESOLVED: To note that there were no deputations to be made to this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).

76. **Petition Requesting Free Parking Facilities for Shops in Pinner Road, North Harrow:**
Further to Recommendation 1 above and the discussions on the impact of parking restrictions on the vitality of North Harrow, the Chair proposed additionally that a report on outstanding traffic issues in the shopping centre be submitted to the next meeting of the Panel.
- RESOLVED:** That a report on outstanding traffic issues in the shopping centre, North Harrow, be submitted to the meeting of the Panel scheduled to take place on 2 March 2005.
77. **Petts Hill Bridge - Scheme Design and Consultation Results:**
(See Recommendation 2).
78. **Petitions Objecting to the Extension of the Stanmore Controlled Parking Zone (CPZ):**
(See Recommendation 3).
79. **Stanmore CPZ - Consultation Results:**
(See Recommendation 3).
80. **Transport Local Implementation Plan:**
(See Recommendation 4).
81. **Petition Requesting an End to the 8pm Parking Restriction in Place at the Upper End of Marsh Road:**
(See Recommendation 5).
82. **Petition Objecting to the Parking Restriction in Pinner After 6.30pm:**
(See Recommendation 5).
83. **Reference from the Call-In Sub-Committee Meeting held on 3 November 2004 - Call-in of the Environment and Transport Portfolio Holder Decision: Proposed Pelican Crossing in Station Road, South of its Junction with Gayton Road, Harrow:**
The Panel received a reference from the Call-In Sub-Committee meeting held on 3 November 2004, which detailed the call-in of the Environment and Transport Portfolio Holder's decision to install a pelican crossing in Station Road, south of its junction with Gayton Road, Harrow.
- The meeting was informed that the call-in had been rejected, but that the Panel had been requested to consider proposed changes to the consultation process, as outlined in the reference.
- RESOLVED:** That officers consider the changes to the consultation process recommended in the reference for proposals subject to traffic orders in the town centre.
84. **Extension of Meeting:**
Further to Advisory Panel and Consultative Forum Procedure Rule 12.1 (Part 4E of the Constitution) and Committee Procedure Rule 14.2 (Part 4B of the Constitution) requiring the termination of a meeting at 10.00pm, and during the course of the debates then in progress, the Chair proposed at 10.00pm that it be agreed to extend the "guillotine" until 10.15pm. (The Panel subsequently approved further extensions until 10.35pm).
- RESOLVED:** That the Panel's meeting be continued beyond the procedural closure time to enable the items on the agenda and the agreed additional business to be completed.

85. **Portfolio Holder Decisions:**

RESOLVED: That the decisions taken by the Environment and Transport Portfolio Holder upon Recommendations submitted to him from the Panel meeting of 22 September 2004, as now reported, be noted.

86. **Parking Provision in the Service Road off Honeypot Lane:**

Further to Minute 70(3), a Member raised concerns over commuters who had been displaced by the Canon Park Station parking restrictions and as a result were parking in the service road at the north end of Honeypot Lane. As a solution to the problem, the Member suggested banning parking on one side of the service road.

In response, an officer advised that displaced vehicles were likely to have a detrimental effect on parking in neighbouring roads such as Bromefield, which were also subject to a request for residents' parking, and therefore this issue should be considered as part of the CPZ Review in March 2005, as previously agreed with Ward Members.

RESOLVED: That parking restrictions in the service road at the north end of Honeypot Lane be considered as part of the annual CPZ Review in March 2005.

87. **Elmgrove School - Yellow Zig-Zag Lines:**

Further to Minute 70(3), a Member raised concerns over yellow zig-zag lines which had failed to deter parents from parking outside Elmgrove School.

The Member suggested that the school should have the power to write to parents who persistently parked outside the school and inform them that if they continued to park in this area they would be issued with a parking ticket.

In response, it was confirmed that the particular zig-zag road markings at Elmgrove School were not of a category which was enforceable. It was proposed that a Road Safety Officer visit the site in order to assess the parking problems and advise on possible solutions.

RESOLVED: That a Road Safety Officer visit Elmgrove School in order to assess the parking problems.

(Note: The meeting having commenced at 7.30 pm, closed at 10.35 pm)

(Signed) COUNCILLOR JERRY MILES
Chair