

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

28 FEBRUARY 2006

Chair:	* Councillor Miles	
Councillors:	* Arnold	* Ismail
	* Branch	* Kara
	* Burchell	* John Nickolay
	* Currie (3)	* Anne Whitehead
	* Harriss	
Advisers:	Mrs R Carratt	Mr J Gloor
	* Mr E Diamond	* Mr A Wood

* Denotes Member present
(3) Denotes category of Reserve Member

[Note: Councillor Mrs Kinnear also attended this meeting to speak on the item indicated at Minute 157 below].

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Controlled Parking Zones/Resident Parking Schemes - Annual Review and Related Petitions**

The Panel received a report of the Interim Head of Public Realm Infrastructure which informed Members that the annual review for the whole Borough had been carried out. This had included assessments of existing zones and requests for new zones, including petitions. A revised proposed programme had been drawn up accordingly and would include the upgrading of signs.

An officer referred the Panel to the priority list for financial year 2006/07 and 5 year Draft Borough Spending Plan Programme from April 2006 to March 2011, (Appendix D to the report), and explained that the revised programme included five new controlled parking zones and resident parking schemes:

- Howberry Road Area had been delayed due to call-in.
- Canons Corner "Pay and Display" had been added at the request of the Panel.
- Whitchurch Lane Lay-bys "Pay and Display" would remove parked cars from the road.
- Stanmore had been included in the programme due to Wembley Stadium Event Days.
- Hatch End Shopping Centre had been added.

The Panel was informed that the Wealdstone review and possible extension and Harrow Weald (Fontwell Close area) review had been delayed by approximately 3-4 months.

A Member, having queried whether pay and display schemes could be used as an interim measure before the introduction of CPZs, was informed by an officer that this could have the negative result of displacement of parking to residential roads. Officers were asked to investigate whether pay and display could be introduced as an interim measure at Hatch End Broadway, Marsh Road, Pinner and Honey Pot Lane near Wembling Road.

In the discussion that followed, Members sought clarification on a number of issues. In response to concerns expressed about who had been consulted, officers clarified that businesses and residents had been consulted. A Member referred the Panel to a letter contained within the report and requested that officers provide her with a copy of the response given by the Council. A suggestion was made that improved access to Stanmore would be needed if further car parking was provided at the station for Wembley Stadium links.

An officer explained that there would be a report considered at the next meeting of the Environment and Economy Scrutiny Sub-Committee which would outline feasibility studies being undertaken on providing additional parking at Stanmore station in association with housing development.

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

That (1) subject to funding, the priority list as shown in Appendix D of the officer's report be adopted as the controlled parking zone programme, to include it in the Local Implementation Plan and the Borough Spending Plan submission to Transport for London, and that the head petitioners be advised accordingly;

(2) "pay and display" parking be advertised in the lay-by in front of the shops at Canons Corner and the frontages be consulted in parallel with advertising the traffic orders. The proposed tariff to be similar to those operating close to shops in Edgware CPZ (Montgomery Road, Mead Road and Handel Way) with a maximum stay of 2 hours with no return for 2 hours. The operational hours to be 9am to 5pm, Monday to Friday;

(3) the draft Parking and Enforcement Plan be noted.

[REASON: To prioritise and fund the Controlled Parking Zones programme.]

RECOMMENDATION 2 - South Harrow Controlled Parking Zone - Stage 2 Review and Stage 3 Extension including Northolt Road, South Harrow Congestion Relief Scheme

The Panel received a report of the Interim Head of Public Realm Infrastructure which sought agreement for the way forward with a view to implementing parking controls and altering existing restrictions to address the Council's stated priority of enhancing the environment and encouraging more sustainable transport activity, reducing accidents and improving bus services. A meeting of officers and stakeholders had been held on 16 March 2005.

It was reported that the response to the consultation process relating to the congestion relief proposals had been limited. It was noted that before parking controls could be implemented, traffic orders would be advertised and this could result in a greater response.

In the discussion that followed officers advised that this scheme did not include a 24 hour bus lane on Northolt Road and the recommendations if implemented should improve traffic flow on Northolt Road. In response to a request from a Member, an officer informed the Panel that there would be liaison with Ward Councillors on the further consultation process proposed for Dudley Gardens and Lower Road.

Concern was raised that Dudley Gardens would not be included in the new extension. Officers advised that if it was included in the programme, this could delay the extension of the zone. The timescale for resolving the issues relating to Dudley Gardens was uncertain at this stage.

The issues of signage and costs of parking were discussed and an officer explained that zone entry signs had been used to reduce the number of signs. However as there had been concern that individual bays were not signed, all future work would address this concern and also signage would be improved in existing zones as resources allowed. It was confirmed that parking charges were included in the consultation document.

An advisor commented that Harrow's CPZs of 1 or 2 hours prevented commuters from parking whilst enabling businesses and visitors to park outside of the zone's operational hours and that this approach was a good one.

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

That officers be authorised to:

(1) carry out all necessary operations to implement the amendment and extension of the existing South Harrow Controlled Parking Zone (CPZ) as described in the officer's report and as shown on the plans at Appendices A and C. The operational hours to be Monday to Saturday 10-11am and 2-3pm. Subject to further localised consultation as described in the report, the advertising of the necessary traffic orders and consideration of any formal objections that may be received as a result;

(2) consult the residents and businesses of The Crescent, in parallel with the statutory consultation and implement waiting restrictions as shown on the plan at Appendix B, subject to the consideration of any formal objections that may be received as a result of the advertising of required traffic orders;

(3) consult the residents and businesses of Roxeth Green Avenue, between Abercorn Crescent and Shaftesbury Circle, in parallel with the statutory consultation and implement 'At any time' waiting restrictions as shown on the plan at Appendix D, subject to the consideration of any formal objections that may be received as a result of the advertising of required traffic orders;

(4) implement the Northolt Road Congestion Relief Scheme as described in the report and shown on the plan at Appendix E to the officer's report, and inform the residents and businesses in the area, in parallel with the advertising of the required traffic orders and subject to the consideration of any formal objections make the traffic orders;

(5) carry out investigations, as described in the officer's report, of parking and loading matters in connection with Brember Road, Dudley Gardens, Fielder Close, Lower Road and Northolt Road (concerns of businesses in the vicinity of Roxeth Grove) and report the findings for consideration by the Portfolio Holder;

(6) carry out investigation, as described in the officer's report, of areas near the new boundary of the CPZ which are known to be susceptible to parking congestion and report further;

(7) inform the head petitioners of each of the petitions accordingly.

[REASON: To gain agreement for the way forward with a view to implementing parking controls and altering existing restrictions to address the Council's stated priority of enhancing the environment and encouraging more sustainable transport activity, reduce accidents and improve bus services.]

RECOMMENDATION 3 - Urgent Review of Loading Restrictions in High Street, Wealdstone

The Panel received a report of the Interim Head of Public Realm Infrastructure which reported the outcome of a public meeting held by Wealdstone traders on 22 February 2006 at which concerns had been raised in relation to trading difficulties caused by access, waiting and loading restrictions in Wealdstone town centre.

An officer explained that concern had been raised about traders in the pedestrianised area having difficulties in obtaining deliveries during permitted loading periods and that an urgent review would be undertaken to address the concerns. The Panel discussed the concerns of traders and how these could be addressed through the undertaking of the urgent review.

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

That (1) officers be authorised to carry out an urgent review of access times for servicing vehicles in the pedestrianised area of Wealdstone High Street;

(2) officers issue leaflets to traders, as part of the forthcoming Wealdstone CPZ review consultation, to clarify the definition of "loading".

[REASON: To report the outcome of a public meeting arranged by Wealdstone traders on 22 February 2006 to raise concerns with the Council over trading difficulties caused by access, waiting and loading restrictions in Wealdstone town centre.]

PART II - MINUTES

150. **Attendance by Reserve Members:**

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

Ordinary Member

Reserve Member

Councillor Choudhury

Councillor Currie

151. **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.

152. **Arrangement of Agenda:**

RESOLVED: That (1) in accordance with the Local Government (Access to Information) Act 1985, the following agenda item be admitted late to the agenda by virtue of the special circumstances and grounds for urgency detailed below:-

<u>Agenda item</u>	<u>Special Circumstances/Grounds for Urgency</u>
Withdrawal of the 350 bus service	The proposed changes were due to be implemented in March 2006 which was before the next meeting of the Panel. Members were asked to consider this item, as a matter of urgency.
Loading restrictions on Wealdstone High Street	Following a meeting with Wealdstone Traders, the Portfolio Holder had undertaken to carry out an urgent review of the loading restrictions and had requested an officer report on how this could be achieved. Members were asked to consider this item, as a matter of urgency.
Local Safety Schemes and Traffic Calming Programme	A Member had requested this item be considered by the Panel as Members should be aware of the main features of the Safety Scheme for Station Road, Imperial Drive and Alexandra Avenue which had been authorised by the Portfolio Holder.

(2) all items be considered with the press and public present.

153. **Minutes:**

RESOLVED: That the minutes of the meeting held on 30 November 2005, having been circulated, be taken as read and signed as a correct record.

154. **Public Questions:**

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

155. **Petitions:**

RESOLVED: To note the receipt of the following petitions which were referred to the relevant officer for consideration:

- (i) Petition seeking the installation of pedestrian lights or traffic lights to replace the Uxbridge Road roundabout between Kenton Lane and Clamp Hill
Presented by Councillor Ismail and signed by 120 people.
- (ii) Petition seeking an urgent review and implementation of a School Safety Zone around St Johns C of E School, Stanmore
Presented by Councillor Marilyn Ashton and signed by over 250 people.

156. **Deputations:**

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

157. **Reports of the Interim Head of Public Realm Infrastructure**

- (i) Controlled Parking Zones/Resident Parking Schemes - Annual Review and Related Petitions:
(See Recommendation 1).
- (ii) South Harrow CPZ Stage 2 Review and Stage 3 Extension - Results of Consultation:
(See Recommendation 2).

158. **Any Other Business:**(i) **Withdrawal of the 350 Bus Service**

The Panel was advised that the 350 bus service would terminate on 26 March 2006 as funding at the increased rate could not be provided by Transport for London. Following a campaign against the withdrawal of the bus service, the H18 bus route would become a circular route through the introduction of the H19 bus route. Although this would provide a service from Headstone Lane to Harrow, there would be the loss of the part of the 350 bus route from Watford, which would mean that Oxhey Lane, Courtney Avenue and Royston Park were without a bus service. The Panel's advisor on public transport matters indicated that representations would continue to be made to provide a replacement service for these roads.

(ii) **Local Safety Scheme and Traffic Calming Programme**

A Member asked for clarification on the scheme that had been agreed by the Portfolio Holder for Environment and Transport relating to Station Road, Imperial Drive and Alexandra Avenue. An officer explained that the agreed scheme incorporated some but not all of the Member's earlier suggestions. There was a finite budget which had been ring fenced for safety works and it was not possible to use this budget to solve all of the problems on these roads. Funding had been targeted at improving safety. The scheme was funded by Government funding via the Local Public Services Agreement and if accident reduction targets were met there was potential for reward funding.

(iii) **Thanks**

The Chair thanked Advisors, Members and Officers for their contributions to the Panel. Members also thanked the Chair.

(Note: The meeting having commenced at 7.30 pm, closed at 9.30 pm)

(Signed) COUNCILLOR JERRY MILES
Chair