

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

20 SEPTEMBER 2006

Chairman: * Councillor John Nickolay

Councillors: * Marilyn Ashton * Manji Kara
 * Mrs Camilla Bath * Jerry Miles
 * Robert Benson (1) * David Perry
 * Mrinal Choudhury * Jeremy Zeid
 * Nizam Ismail

Advisers: † Mr A Blann † Mr L Gray
 † Mr E Diamond * Mr A Wood

* Denotes Member present
 (1) Denotes category of Reserve Member
 † Denotes apologies received

[Note: Councillor Paul Scott also attended this meeting to speak on the item indicated at Recommendation 4 below. Councillor Mrs Kinnear attended this meeting to speak on the items indicated at Recommendation 4 and Minute 29.]

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Green Lane - Traffic Conditions**

The Panel received a report of the Interim Head of Public Realm Infrastructure, which set out an investigation into the traffic conditions in Green Lane. It was reported that a petition had been received from the St John's Church of England School in Green Lane raising concern about safety. Also, complaints had been received about parking problems. Measures to alleviate the prevailing conditions had been identified, as shown in Appendix C. Members discussed Appendix C and a Member suggested that a speed control of 20mph could be introduced.

Resolved to RECOMMEND: (To the Portfolio Holder for Urban Living – Public Realm):

That (1) officers be authorised to consult the residents/businesses of Green Lane and associated roads on Option 2 shown at Appendix C;

(2) subject to the development of a school travel plan, enforceable school yellow zigzag keep clear road markings be introduced at both Stanmore Hill and Green Lane entrances to the school;

(3) the petitioners' request for pedestrian crossings be considered as part of a Safe Routes to Schools scheme subject to funding from Transport for London;

(4) the head petitioners be advised of the above.

[REASON: To gain approval to consult the local community on the recommended option.]

RECOMMENDATION 2 - Cycling Update

The Panel received a report of the Interim Head of Public Realm Infrastructure which informed Members of the progress made in improving cycling facilities in Harrow and to review plans for delivering further cycle routes within the Borough. An officer explained that three quarters of the London Cycle Plus (a London-wide network of cycle routes) had been completed and one quarter of the Local Cycle Network had been completed. Transport for London had set a London-wide target to achieve at least 80% increase in cycling levels by 2010. Officers outlined difficulties in joining up the routes particularly at junctions. Members considered the following issues:-

- the possibility that cyclists could use service roads to avoid congestion on roads;
- that cycle parking offered no protection from the elements and vandals;
- changing roundabouts to traffic lights would create problems for all road users;
- the uptake of cycling training courses, particularly by schools.

A motion was moved and seconded and upon a vote it was

Resolved to RECOMMEND: (to the Portfolio Holder for Urban Living – Public Realm):

That (1) the report be noted and that it be accepted that there was an obligation to continue with the objectives set out in the London Cycle Network and Local Implementation Plan, however, there was a reluctance to sacrifice further valuable road space to accommodate cycle lanes and the shared use of pedestrian footways should be avoided wherever possible;

(2) it be noted that the Panel's preferred option was for quiet roads to be used by cyclists and that officers take this into account when drafting further schemes and that ways be found of taking into account the views of ordinary cyclists with regard to routes and facilities;

(3) the Panel considers that the Government and Transport for London should take action to oblige cyclists to comply with the law and treat pedestrians with consideration by avoiding riding at high speed along footways.

[REASON: To improve cycle facilities in Harrow, deliver further cycle routes within the Borough, reduce congestion, and improve safety for cyclists and pedestrians.]

RECOMMENDATION 3 - The Highlands - Consultation Results

The Panel received a report of the Interim Head of Public Realm Infrastructure, which informed Members that following complaints received from local residents about speeding and parking congestion, officers had been instructed to investigate. The investigation had shown the highest weekday 85 percentile speed (the speed not exceeded by 85% of vehicles and the nationally recognised speed used for design purposes) was less than 30mph but that parking was a problem. A Member requested that the Controlled Parking Zone be given priority in the March 2007 review.

Resolved to RECOMMEND: (to the Portfolio Holder for Urban Living – Public Realm):

That (1) the results of the consultation be noted and the priority of the Burnt Oak Broadway area be reviewed in March 2007 when the Controlled Parking Zones and Residents' Parking Schemes Programme was reviewed;

(2) the residents be informed of the above, including the outcome of the investigation and consultation.

[REASON: To seek a review of the priority of the area for parking controls.]

RECOMMENDATION 4 - Wealdstone Controlled Parking Zone - Review and Possible Extension to Zone CA and Associated Restrictions

The Panel received a report of the Interim Head of Public Realm Infrastructure, which asked Members to consider the consultation results and to agree a way forward.

An officer reported that there had been a stakeholder meeting in November 2005 where areas of concern had been identified. The main issues identified were 1) parking difficulties experienced by residents living just outside the current controlled parking zone; 2) requests for more visitor/shopper parking close to the High Street; 3) congestion problems especially on High Road and High Street north of George Gange Way and 4) access and safety concerns where parking occurs too close to junctions.

There had been a public meeting in February 2006 where traders had highlighted serious difficulties associated with the permitted hours of access for loading in the pedestrianised area of the High Street. It had been agreed that an urgent review would be conducted and this had now taken place, culminating in a series of recommendations for the Panel's consideration and approval.

An officer advised the Panel that the necessary revisions to traffic orders, to relax loading times in the designated bays in the pedestrian zone to allow loading at all times had already been advertised. This was being taken forward on a fast track basis in line with the recommendation from the Panel at the meeting on 28 February 2006.

Some Members raised concerns about the proposed scheme and an additional recommendation was moved and seconded, but, having been put to a vote, the motion was lost.

Members raised a number of questions and the officer responded as follows:-

- loading would be permitted in bays between George Gange Way and Locket Road for a shorter period than at present, between the peak hours (10.00 am to 3.00 pm), and would be restricted to defined bays;
- that there were difficulties associated with using service roads for deliveries and that relocating service vehicles had been a Transport for London (TfL) funded initiative but this initiative had now been stalled. It was accepted that the proposals, including further dedicated loading facilities and disabled bays just off the main road, probably offered the best balance between traffic movement and access, at least in the short to medium term;
- at two junctions on Kenmore Avenue, double yellow lines would be considered to address parking problems;
- yellow school 'keep clear' markings outside many schools were not enforceable, however consultation was proposed to achieve this for the markings outside Elmgrove School in Kenmore Avenue. A Member who was also the Chair of Governors at Elmgrove School stated that the school would want these enforced;
- operational hours would be put on all the permit bay signs;
- footway parking proposals would not be taken forward in Whitefriars Avenue, due to little support. In Byron Road, where consultation opinion was divided, the scheme proposed to address the current unregulated parking on the footway.

A backbench Member raised concern about cars and buses double parked at the entrance to the bus garage on High Road, Harrow Weald. An adviser explained that this issue had been discussed at the Bus and Rail Liaison meetings and Metroline was currently in discussion with the Council's planning department to try to identify land available for expansion of the bus garage to relieve their highway difficulties. The double yellow lines proposed on High Road by the bus station were to enable evening enforcement if buses were left unattended.

Resolved to RECOMMEND: (to the Portfolio Holder for Urban Living – Public Realm)

That (1) officers be authorised to make minor amendments and finalise the detailed design in accordance with Appendices J, L, N, P and Q and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders the details of which be delegated to officers and implement the scheme subject to consideration of objections. The statement of reasons to be "to control parking and facilitate loading" to enable the extension and modification to the controlled parking zone and associated parking restrictions as detailed in (2) to (14) below. The changes mainly comprising:-

(2) double yellow line restrictions be introduced at the junctions shown at Appendix L, but their extent be modified with reference to consultation feedback and site geometry;

(3) the existing Wealdstone CA CPZ be extended to include Lorne Road, Stirling Road, Ladysmith Road, Whitefriars Avenue, remaining parts of Aberdeen Road, High Street, Graham Road and Spencer Road and further part of Locket Road as shown at Appendix N;

(4) shared use bays be introduced into Grant Road, Thomson Road, Spencer Road (southern end), Ladysmith Road, Graham Road and Wolseley Road, as shown on the consultation plan so they can additionally be used by people who pay and display as shown at Appendix Q;

(5) the waiting and loading restrictions be modified in High Street (north of Gordon Road), western ends of Grant Road and Locket Road as shown on the consultation plan at Appendix J;

(6) a part-time pay and display bay be introduced opposite the police station in High Street as shown at Appendix Q;

(7) part-time and full time loading bays be introduced in High Street, Grant Road and Spencer Road, (the latter by the conversion of a permit bay) as shown at Appendix Q;

(8) additional disabled bays be introduced in High Street, Grant Road and Spencer Road, and be subject to a maximum stay of 3 hours as shown at Appendix Q;

(9) modification be made so that business permit holders can additionally use permit bays and that zone specific business permits be available for operational purposes as agreed within the Local Implementation Plan;

(10) the waiting and loading restrictions be modified in High Road and its junctions with The Meadow Way, Weald Lane, College Avenue, Long Elmes, College Road, Weighton Road, Alma Road, Boxtree Road and Elms Road, as shown in the consultation proposals at Appendix J;

(11) the waiting restrictions throughout Forward Drive be changed to no waiting at any time, double yellow lines;

(12) the single yellow line 8am to 6.30pm Mon – Sat, in Christchurch Avenue, be taken forward as part of the scheme as shown on the consultation plans at Appendix J;

(13) a waiting restriction, applying Monday to Saturday 8am to 6.30pm, be introduced in the remaining section of Cardinal Way as shown in the consultation proposals, layout 6 at Appendix J;

(14) an exemption be made under Section 15(4) of the Greater London Council (General Powers Act) 1974 to allow two wheel footway parking in Byron Road south of Locket Road both within and outside the CPZ as shown at Appendix P;

(15) further consultation be carried out in parallel with consultation for the zone C review in roads or sections of roads, as shown in Appendix O, to see if there is support for extension of the permit parking and CPZ to these roads;

(16) the layout of the eastern end of Gordon Road be re-examined as part of the review to open the High Street to traffic, to assess the practicality of P&D here.

[REASON: To gain agreement for the way forward with a view to implementation of parking controls.]

PART II - MINUTES

21. **Attendance by Reserve Members:**

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

| | |
|------------------------|--------------------------|
| <u>Ordinary Member</u> | <u>Reserve Member</u> |
| Councillor Yogesh Teli | Councillor Robert Benson |

22. **Declarations of Interest:**

RESOLVED: To note that the following interests were declared:

| <u>Agenda Item</u> | <u>Member</u> | <u>Nature of Interest</u> |
|---|---------------------------|---|
| 12. Wealdstone CPZ Consultation Results | Councillor Marilyn Ashton | Councillor Marilyn Ashton declared a personal interest in that she was the Chair of Governors at Elmgrove School. Accordingly, she remained in the room whilst this matter was considered and voted upon. |

23. **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> |
|---|--|
| 12. Wealdstone CPZ Consultation Results – Appendices J to T | Due to the complexity of the scheme and the range of consultations involved, Appendices J to T of the Wealdstone CPZ Review report (item 12 on the main agenda) were not available at the time the agenda was printed and circulated. Members were requested to consider this item in order to be fully informed of the outcome of the consultation exercise and make timely recommendations on the further development of the scheme. |

13. Any Other Business – Replacement of Metropolitan Line Trains
- In order to inform Members of the progress made since the resolution passed by Council at its meeting on 13 July 2006: “That the Council instructs the Executive to seek a high level meeting with London Underground to seek the fullest possible consultation in relation to the proposals for the Metropolitan Line with all users and residents across the Borough”, Members were asked to consider this item as there was a limited consultation period and the next meeting of Council was not until 19 October 2006.

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

24. **Minutes:**

RESOLVED: That (1) the minutes of the meeting held on 28 February 2006 be signed as a correct record subject to the following amendment to Recommendation 3, “Urgent Review of Loading Restrictions in High Street, Wealdstone”:

“After “the undertaking of the urgent review” insert “An advisor to the Panel proposed that there be a temporary suspension of all loading and unloading restrictions in the Wealdstone area, for which there was some support from Members. Upon advice from officers, however, it was agreed not to proceed with this.””

(2) the minutes of the meeting held on 20 June 2006 be signed as a correct record subject to the following amendments:

Recommendation 1, third line of second paragraph to read, “some people. However, a majority...”; and the fifth line of the second paragraph of Minute 13 to read, “...would cause congestion, plus concerns that the right-turn ban would result in increased rat-running.”

25. **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).

26. **Petitions:**

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

- (i) Petition requesting Harrow Council to implement a controlled parking zone (CPZ) in College Road, Harrow Weald, to deal with the problem of long-term parking and traffic flow
Presented by Councillor John Nickolay and signed by 15 people.
- (ii) Petition requesting improvements to pavements, pavement drives and the road in Uppingham Avenue, Stanmore
Presented by Councillor Manji Kara and signed by 321 people.

27. **Deputations:**

Having been advised that a late request for a deputation had been received, the Panel waived the requirement set out in paragraph 14.3 of the Advisory Panel and Consultative Forum Procedure Rules and

RESOLVED: That, in accordance with Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution), a deputation be received from residents of Athol Gardens, Pinner, in relation to agenda item 8(a) ‘Repaving of Athol Gardens Pinner – Reference from the meeting of Council held on 13 July 2006’.

(See also Minute 28).

28. **Repaving of Athol Gardens, Pinner:**

The Panel received the above reference from the Council meeting held on 13 July 2006, and a report of the Interim Head of Public Realm Infrastructure (Urban Living), which responded to the concerns raised by residents.

An officer advised the Panel of the process undertaken to prioritise works and informed Members that officers had met with the Head Petitioner and agreed to undertake some minor repairs to the road. The Panel was advised that the next bi-annual survey would take place in 2007 when roads below a certain standard would be identified and resources would be allocated on a worst first basis. The time elapsed since a road was last repaved would not affect when the road would next be repaired as prioritisation was based on the condition of the road.

A Member queried the effectiveness of the herbicides currently being used to clear weeds.

RESOLVED: That (1) the petition and response be noted;

(2) Athol Gardens be looked at critically in the next survey;

(3) officers inform the responsible officers of a Member's concern regarding the use of herbicides.

(See also Minute 27).

29. **Reference from the Meeting of Council held on 13 July 2006: Double Yellow Lines at Mount Park Avenue between London Road and Georgian Way, Harrow on the Hill:**

The Panel received the above reference from the Council meeting held on 13 July 2006, and a report of the Interim Head of Public Realm Infrastructure (Urban Living), which responded to the concerns raised by residents. An officer explained that providing double yellow lines on both sides of the road would cause displacement of parked cars and that it might be necessary to accommodate parking on one side of the road.

Members discussed the Green Travel Plan and were advised by the Portfolio Holder for Urban Living, Public Realm, that the Vice-Principal of Harrow College was producing the College's Green Travel Plan but this had not yet been received by Harrow Council. An adviser suggested that the College be reminded that students under 18 could travel for free on London buses.

Members requested information on which schools had provided their Green Travel Plans.

RESOLVED: That (1) it be noted that the Interim Head of Public Realm Infrastructure would investigate the possibility of providing double yellow lines, consult with ward councillors and the local community as appropriate and report the findings and recommendations to the Panel and/or the Portfolio Holder;

(2) officers contact the Vice-Principal of Harrow College for its Green Travel Plan and remind the College that students under 18 could travel for free on London buses;

(3) officers provide Members with details of which schools had been asked to provide a Green Travel Plan, which schools had done so and which ones had not.

30. **Green Lane Traffic Conditions:**

(See Recommendation 1).

31. **Cycling Update:**

(See Recommendation 2).

32. **The Highlands - Consultation Results:**

(See Recommendation 3).

33. **Wealdstone CPZ Consultation Results:**

(See Recommendation 4).

34. **Any Other Urgent Business:**

a) **Replacement of Metropolitan Line Trains**

The Panel received information from officers on this matter. An adviser explained that the new trains on the Metropolitan, Circle and Hammersmith and City Line would be standardised and subsequently there would be a net reduction of 30% of the seats on Metropolitan Line Trains. The size of seats would be increased. As there was a need for disabled passengers to be evacuated from the train through the back or front of the train, the gangway had to be widened. As trains would run more frequently, there would be a net

reduction in capacity of 5%. The adviser informed the Panel that it had been suggested that a train start from Harrow on the Hill station every 15 minutes during rush hour to enable users of this and the following stations to be able to sit on the train. The adviser explained that the Rail Liaison Group would be consulted about the shortlisted colour schemes and interiors and the needs of the partially sighted would be considered.

The adviser informed the Panel that he had made representations to get Northwick Park Station included in the accessibility programme for 2009 as it was currently in the post 2013 programme. He reported that a London Underground Limited (LUL) accessibility officer would be meeting with him on 4 October and that Members were welcome to attend.

A motion was moved and seconded and upon being put to a vote it was

RESOLVED: That (1) the outcome of talks held with senior officials of London Underground Limited (LUL) regarding seating in the new Metropolitan Line rolling stock be noted and that Mr Wood be thanked for the role he had played in making the arrangements;

(2) it be noted that the increased frequency of trains should to some extent serve to offset the effect of reduced seating in individual trains, but that the Panel very much regretted suggestions to diminish this reduction have been rejected by LUL;

(3) it be noted that, whilst the new rolling stock would be accessible for those in wheelchairs, the number of stations on the Metropolitan Line that would be totally accessible when these trains come into service was likely to be pitifully small;

(4) that LUL be recommended to take action to rectify this situation as soon as possible.

b) Goodwill To All Junction

The Chairman advised Members that officers were available to discuss the plans for the Goodwill To All Junction after the meeting.

35. **Extension and Termination of the Meeting:**

In accordance with the provisions of Advisory and Consultative Forum Procedure Rule 12 (Part 4E of the Constitution) it was

RESOLVED: At 10.00 pm to continue until 10.10 pm.

(Note: The meeting having commenced at 7.30 pm, closed at 10.04 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman