

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

21 JUNE 2012

Chairman:	* Councillor Mrinal Choudhury	
Councillors:	* Susan Hall	* Mrs Vina Mithani
	* Ajay Maru	* John Nickolay
	* Jerry Miles	* David Perry
Advisers:	† Mr A Blann	* Mr A Wood
	* Mr L Gray	
In attendance: (Councillors)	Brian Gate	Minute 128
	Jean Lammiman	Minute 126
	Sasi Suresh	Minute 127

* Denotes Member present

† Denotes apologies received

116. Attendance by Reserve Members

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

117. Declarations of Interest

RESOLVED: To note that the following interest was declared:

Agenda Item 13 – West Harrow Controlled Parking Zone – Honeybun Estate and Whitmore School Area: Results of Statutory Consultation

Councillor David Perry declared a personal interest in that the Labour Party offices were in close proximity to the West Harrow Controlled Parking Zone. He would remain in the room during the discussion and decision making on this item.

Councillor Jerry Miles declared a personal interest in that the Labour Party offices were in close proximity to the West Harrow Controlled Parking Zone. He would remain in the room during the discussion and decision making on this item.

Councillor Ajay Maru declared a personal interest in that the Labour Party offices were in close proximity to the West Harrow Controlled Parking Zone. He would remain in the room during the discussion and decision making on this item.

Councillor Mrinal Choudhury declared a personal interest in that the Labour Party offices were in close proximity to the West Harrow Controlled Parking Zone. He would remain in the room during the discussion and decision making on this item.

Councillor Brian Gate declared a personal interest in that he resided in Butler Road, West Harrow. This road was not affected by the proposed parking controls. He indicated that he would remain in the room to make representations and to listen to the debate on this item.

118. Appointment of Vice-Chairman

RESOLVED: To appoint Councillor Jerry Miles as Vice-Chairman of the Traffic and Road Safety Advisory Panel for the 2012/13 Municipal Year.

119. Minutes

RESOLVED: That the minutes of the meeting held on 8 February 2012 be taken as read and signed as a correct record.

120. Public Questions

RESOLVED: To note that the following public questions were received:

Questioner: Peter Jacques, Hatch End Trade Association (HETA)

Question: "The Hatch End Trade Association are pleased to hear that Harrow Council had received a 'comparatively high' response rate to the public consultation, of which over 50% of the responses from the residents and traders had confirmed that 'there is no need for change'. We would like to take this opportunity to thank the officers for all their hard work and attending meetings out of hours to listen to all of our gripes and assist with so many of the questions that were in need of answers. We feel that it is misleading quoting the proposed rates of 20p and 10p per hour for parking charges for Grimsdyke

Car Park and the parking bays by Hatch End Station, as 'the review of the parking charges is ongoing and will be considered by Cabinet later on in the year'. I therefore urge you to reconsider looking into this matter once the correct charges are known and request that a free period of 1 hour be given, which I understand has been implemented in North Harrow. My question is "What are the Portfolio Holder's plans for consolidating those recommendations made, into the parking review later this year and does the Portfolio Holder feel that an objective decision by him can be made without personally meeting face to face with the Committees of both the Hatch End Trade Association and the Hatch End Residents' Association despite repeated requests to do so?"

Answer (provided by the Chairman):

Thank you for your question.

The Portfolio Holder for Environment and Community Safety, Councillor O'Dell, is continuing to work with other Members of Cabinet on the borough-wide review of parking charges. Although Cabinet in October 2011 approved the proposal to introduce four charging bands for on and off street parking based upon the types of commercial centre it was decided that the full implementation of this system of charging should be delayed until later on in 2012 to allow further consideration of the options available which include possible measures to support local businesses. All public engagement that the Council carries out, including the recent consultation at Hatch End, will be taken into account in reaching a balanced decision.

As suggested in the report the proposed charges for Hatch End are compatible with the borough-wide charging options that will be considered by Members and are set at the lowest practical level of charging for a local centre.

It is regrettable that the Portfolio Holder was unable to directly meet with representatives of the traders' and residents' associations due to a considerable number of commitments in fulfilling his responsibilities in these very economically challenging times. He and I are pleased to learn that both local associations appreciate the time officers have taken in engaging with you. Their work in addition to that of the three Ward Councillors who have actively been engaged with the local community on the parking issues together with the recommendations of the Panel based upon the public consultation results and their considerable

experience will allow an objective decision to be made.

Supplemental question:

Is the Panel aware that Neighbouring boroughs offer free car parking facilities as do most supermarkets in the borough. There is also free car parking in nearby Stanmore shopping parade. Would the Panel agree that the introduction of charging in Hatch End would therefore be unfair and unreasonable to the traders and residents of Hatch End?

Answer (provided by the Chairman):

The proposals to introduce parking charges in Hatch End is part of the Council's overall parking demand management initiative across the borough.

Questioner:

Mike Root, Hatch End Association

Question:

The Hatch End Association would like to thank Council Officers for their work in carrying out the recent consultation on car parking charges along the Hatch End Broadway. We note the results of the consultation were that 68.7% of respondents were opposed to the introduction of charges. We would like to ask why, in the light of this significant majority against, the proposals still include the imposition of charges in the Grimsdyke Car Park?

Answer (provided by the Chairman):

Thank you for your question.

Grimsdyke Car Park is one of only two Council operated public car parks in shopping areas which do not have charges. The car park costs around £12,000 per annum to operate covering business rates payable to central government, lighting energy and maintenance, sweeping and surfacing repairs, signing and vegetation maintenance. This increases significantly when any major works are required. These costs are met from the parking account where income from parking charges and fines is received and not from monies received from Council Tax. Consequently, the operation of Grimsdyke car park is being subsidised by users of other car parks in the borough where charges are levied.

Following a borough-wide consultation on parking policy/strategy a report was presented to Cabinet in October 2011 which established the principle that car parks should be charged for in one of four bands based upon their category in the planning local development framework. Hatch End is classed as a local area and is in the lowest charging category. The proposed charge is 20p per hour.

The Panel have been given two options in the officer's report presented to this meeting which recommends either proceeding to a statutory consultation on introducing parking charges in the car park or abandoning the proposal altogether and allocating the funds to the next priority project in the Parking Management Programme.

This Panel will make their recommendation to the Portfolio Holder for Environment and Community Safety who will make the final decision on the matter.

Supplemental question:

How far will the proposed charge of 20 pence per hour offset the £12k annual cost to maintain the Grimsdyke Car Park?

Answer (provided by an officer):

Calculations were carried out based on the survey results, which showed that the monies raised would be very similar to the £12k figure, inclusive of VAT. The survey information had been previously shared with Hatch End traders and residents in 2011.

121. Deputations

RESOLVED: That, in accordance with Executive Procedure Rule 50 (Part 4D of the Constitution), the following deputation be received:

1. Hatch End Parking Scheme

The three deputees, all of whom worked at the Jigsaw Nursery, made the following points:

- the Jigsaw Nursery School in Hatch End was based in the Scout Hut alongside the Grimsdyke Road Car Park and had been operating for over 30 years. The nursery had been rated as 'Outstanding' following a recent OFSTED inspection;
- the proposed implementation of parking charges in the car park had caused much concern amongst the staff and parents who used the car park on a daily basis, as they may incur significant additional expenses to park there or stop there to drop off and pick up their children from the nursery. The nursery was open 38 weeks a year, employed 20 staff and served over a over 100 families and 40 children per session;
- the main areas of concern were the safety of parents and children during busy dropping off and picking up times, which were as follows: 9.00 am, 12.00-12.30 pm and 3.00 pm;
- parents required adequate time to escort children into the nursery and sometimes to settle them in;

- nursery staff were seeking clear guidelines from the Council regarding how long parents could park in the Grimsdyke Car park, when dropping off and picking up their children, without incurring parking charges;
- the deputation contained 94 signatures.

Following questions from Members of the Panel, one of the Deputies responded that:

- the nursery was in a fenced-off area by the car park;
- 40 children attended each half day session, which was a total of 80 children per day;
- it was a pre-school nursery and there were no plans to introduce either breakfast or after school clubs there.

An officer stated that as part of the evaluation process, officers had monitored the use of the car park on Grimsdyke Road. Some parents dropped off their children on their way to work and only used the car park for a few minutes, whereas other parents took longer. If parking charges were introduced at the car park, then enforcement officers would be under instruction to permit parents adequate time to drop off and pick up their children.

Following questions and comments from Panel Members, the officer advised that designating a single parking bay for the exclusive use of parents would not be best use of a parking space. He added that the proposed parking charge of 20 pence per hour was a nominal amount and was the equivalent of £1 per week.

122. Petitions

RESOLVED: To note the receipt of the following petition which was referred to the Divisional Director of Environmental Services for consideration:

Petition from the residents of Knowles Court, Cymbeline Court, Lime Court and Charville Court, Harrow, containing 75 signatures, relating to unregulated parking in the access road off Gayton Road, Harrow, with the following terms of reference:

“Since the access road off Gayton Road near the junction with St John’s Road, for Knowles Court, Lime Court, Cymbeline Court and Charville Court has been adopted by Harrow Council, it has been the only road in that part of Harrow that has unregulated parking. This has made it a regular target for people to park in the road for free. The road is too narrow for parking and when cars are parked there it impedes the access of ambulances and other emergency vehicles into the area as well as being a general nuisance to the residents of the courts and those residents trying to use the road as access to their parking places. Ambulances use this access road from time to time as Cymbeline Court is sheltered housing.

The undersigned residents of the Courts call upon Harrow Council to extend the double yellow line no parking restrictions that apply generally to that part of Harrow into the full length of this access road.”

RECOMMENDED ITEMS

123. Terms of Reference for the Traffic and Road Safety Advisory Panel

The Panel considered its Terms of Reference. Following brief discussion, Panel Members agreed that minor amendments be made to its Terms of Reference:

Resolved to RECOMMEND: (to Cabinet)

That the Panel’s Terms of Reference be amended as follows:

- (a) ‘promotion of road safety’, be added to paragraph 1;
- (b) ‘Bus consideration’ and ‘Cycle schemes’, be added to paragraph 2.

Reason for Decision: To reflect other areas of the Panel’s work.

124. Appointment of Advisers to the Panel

The Panel received a report of the Director of Legal and Governance Services, which set out the position regarding the appointment of non-voting advisers for the 2012/13 Municipal Year.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety) That

- (1) the advisers detailed in paragraph 2.4 of the officer report be re-appointed for the 2012/13 Municipal Year;
- (2) nominations for an additional adviser, representing the business sector, be sought from Harrow in Business (HIB).

Reason for Decision: To appoint advisers to the Panel for the 2012/13 Municipal Year, to assist in the work of the Panel.

125. Allocation of Local Transport Fund Schemes (Transport For London Funding) 2012/13

The Panel received a report of the Divisional Director Environmental Services, which outlined the proposed programme of schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London (TfL) in 2012/13. An officer advised that the costs of the schemes set out in the report did not jointly add up to £100k and the Panel had the option to prioritise several schemes, the total cost of which amounted to £100k.

Following a brief discussion, the Panel unanimously agreed that both the Krishna Avanti School and the Wood Lane Schemes had important road safety features that would benefit the local community, and therefore recommended that these be progressed.

Following questions from a Member of the Panel, an officer advised that any schemes not prioritised this year, would either be considered for funding from alternative sources, or be put forward for consideration by the Panel in the 2013/14 Municipal Year.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety)

That the proposed programme of local transport schemes be approved, as summarised in the table below:

Krishna Avanti School – 20 mph zone	A 20 mph zone scheme to mitigate the impact of through traffic in the area and reduce personal injury accidents in the area surrounding the school.	£60,000
Wood Lane – Pedestrian safety improvements	Introduce measures close to the mosque and the temple to improve access for pedestrians and road safety.	£40,000

Reason for Decision: In order for the Council to spend the £100,000 allocated by Transport for London on prioritised local transport schemes within the 2012/13 financial year.

126. Hatch End Parking Scheme

The Panel received a report of the Divisional Director Environmental Services, which set out the results of the public consultation undertaken to introduce Pay & Display parking in the Hatch End Broadway area. An officer advised that in 2005/06 Hatch End traders had requested the implementation of Pay & Display charges in local service roads as they had concerns about long term parking in those roads, which was proving detrimental to local shoppers.

The officer stated that 1500 properties in the area, Hatch End Traders' Association (HETA) and Hatch End Residents' Association (HERA) had been consulted about the proposals. However, the results of the public consultation not shown overall support for the introduction of parking charges, and the Panel therefore had the option of taking forward parts of the Scheme and requesting further consultations or abandoning the scheme and assigning funds available to another scheme in 2012/13.

The officer added that the introduction of parking controls was part of the Council's overall strategy of demand management and standardising parking charges across the borough. Parking charges were also a cost effective method of controlling the length of stay of vehicles. The proposed charges were nominal and would cover enforcement costs.

The officer highlighted the following aspects of the consultation results:

- 44% of respondents had identified parking issues in the area and some felt that there were too many disabled parking bays in service road, which led to congestion;
- some respondents had flagged up the unfairness of free commuter parking in the vicinity of Hatch End station;
- officers had received a petition from residents of Anselm Road, Hatch End, which raised concerns about displaced parking in roads surrounding the area of the proposed parking controls;
- 8.6% of respondents felt that local trade would be adversely affected. 7.5 % of respondents were in favour of a 1 hour parking restriction during the day to discourage all day commuter parking;
- some respondents had suggested a free period of between half to one hour. However, this would not be permitted under the Council's current parking charges policy, but the current borough-wide review of parking charges was considering the viability of concessionary levels of charge in smaller commercial centres.

An adviser to the Panel stated that it was the Council's policy to be guided in its decision-making by the majority views of respondents and pointed out that the majority had been against the proposed parking charges. He suggested that the introduction of parking charges in the bays in the service roads and maintaining free parking in the Grimsdyke Car Park would encourage shoppers and benefit local traders.

A Member of the Panel stated that Hatch End was becoming an increasingly difficult area to park in. She had received a number of complaints from residents in Dove Park who were concerned that parking charges would lead to displaced parking in surrounding streets. She added that traders would suffer if shoppers could not park in the vicinity of shops and therefore felt that abandoning the Hatch End Parking Scheme was not a viable option.

An adviser to the Panel stated that the main priorities in Hatch End were to keep traffic flowing whilst making it easier for shoppers to park in the area. He pointed out that the Grimsdyke Car Park was empty in the evenings as drivers tended to park along the High Street, which should not be permitted and that there was an issue with all day parking in the service roads which had a negative impact on trade.

A Member of the Panel agreed that the Panel should respect the majority views of respondents, as this was both the Panel's and the Council's policy. A back benching Member expressed the view that the Panel should take into account the views of those residents who had presented public questions, deputations and petitions at the meeting and feedback the consultation results to all residents and traders affected by the proposals.

Three Members of the Panel stated that they did not agree with the introduction of parking charges in the Grimsdyke Car Park, and therefore did not agree with the first recommendation in its entirety and abstained from voting on this item.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety)

That the following elements of the Scheme listed below be taken forward and further consultation undertaken:

- (1) undertake a statutory consultation on making Grimsdyke Car Park become Pay & Display - Mon-Sat, 8.00 am – 6:30 pm at a charge of 20p per hour;
- (2) undertake a statutory consultation on making Uxbridge Road parking bays (near Hatch End station) become Pay & Display – Mon-Sat, 8.00 am – 6:30 pm at a charge of 10p per 20 minutes and £4 for parking stays in excess of 6 hours;
- (3) develop revised proposals for residential streets surrounding the Hatch End Broadway area, including Anselm Road, and undertake a public consultation.

Reason for Decision: To control parking in the Hatch End Broadway area.

127. Pinner Road and County Roads Controlled Parking Zone Review: Results of Statutory Consultation

The Panel received a report of the Divisional Director Environmental Services, which set out the results of the statutory consultation carried out during March 2012 on the proposed changes to the parking layouts on Pinner Road between The Gardens and Neptune Road and the immediately adjoining sections of the County roads within the existing Pinner Road Controlled Parking Zone (CPZ).

An officer stated that following the Panel meeting on 20 September 2011 and subsequent approval by the Portfolio Holder for Environment and Community Safety, officers had worked closely with Transport for London's (TfL) Network Assurance Team to amend the parking proposals. This had required reversing the location of the proposed Pay & Display bays and the bus stop on Pinner Road. The relocation had not meant the loss of any parking bays. He added that officers had also received a petition from businesses and their customers on Pinner Road supporting the revised location of the Pay & Display bays outside the shops.

The Panel congratulated officers for their excellent work in successfully re-negotiating the proposals with TfL. A back benching Member thanked the Panel and officers for their hard work in developing the proposals and made the following points:

- lack of adequate parking and the introduction of Double Yellow Lines in the Pinner Road shopping area were having a negative impact on the vitality and vibrancy of an important shopping area;
- the previous TfL ruling against any on street parking had been successfully challenged by Council officers;
- the proposed Scheme would go a long way to helping shoppers, residents and traders in the Pinner Road area.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety)

That the Parking Scheme be implemented as set out below:

- (1) proposed Pay & Display parking bays be situated and implemented in front of the shops outside nos. 156 to 166 and nos. 170 to 176 Pinner Road, operating from Monday to Saturday 7.00 am to 7.00 pm;
- (2) the existing bus stop shelter and bus stop clearway markings situated outside nos. 170 - 176 and nos. 176 – 184 Pinner Road be relocated;
- (3) one proposed disabled parking place be situated outside no.154 Pinner Road;
- (4) the existing loading restrictions (7.00 am – 10.00 am & 3.00 pm – 8.00 pm Mon - Fri and 8.00 am - 6.30 pm Sat & Sun) in front of the shops on Pinner Road (except at junctions) be removed;
- (5) waiting and loading restrictions opposite the shops on Pinner Road between Neptune Road and The Gardens be changed as follows:
 - (a) Waiting restrictions outside nos. 173 – 187 and nos. 201 – 217 Pinner Road to be “At any time”;
 - (b) Loading restrictions between nos. 121 – 255 Pinner Road to be 7.00 - 10.00 am and 4.00 – 7.00 pm, Monday - Friday and 11.00 am –5.00 pm Saturday and Sunday;
- (6) existing single yellow line waiting restrictions be changed to “at any time” waiting restrictions (double yellow lines) in the following locations;
 - (a) on Bedford Road adjacent to no. 184 Pinner Road;
 - (b) on Rutland Road adjacent to no. 166 Pinner Road;
 - (c) on Oxford Road adjacent to no. 146 and 148 Pinner Road;
- (7) the existing Pay and Display / permit holder parking bays on Pinner View, Bedford Road, Rutland Road, Oxford Road and Devonshire Road be changed to operate Monday - Saturday 7.00 am – 7.00 pm;

- (8) the existing pay and display / permit parking bays in The Gardens be changed to allow use by either zone U or zone W permit holders;
- (9) adjacent to no. 90 Pinner Road an additional Pay & Display / permit parking bay be provided on Devonshire Road and the existing double yellow lines be rescinded;
- (10) the Service Manager – Traffic & Highway Network Management be authorised to take the necessary steps to implement the above recommendations;
- (11) residents within the consultation area be informed of this decision.

Reason for Decision: To recommend an amended scheme for implementation having considered the results of statutory consultation on the Parking Scheme proposed for Pinner Road between its junction with The Gardens and Neptune Road and on the County Roads within the existing Pinner Road CPZ Zone W as detailed in the report. To respond to residents' and businesses' requests for changes to the existing parking arrangements in their area and the subsequent outcomes of the statutory consultation.

128. West Harrow Controlled Parking Zone - Honeybun Estate and Whitmore School Area: Results of Statutory Consultation

The Panel received a report of the Divisional Director Environmental Services, which set out the results of the Statutory Consultation carried out during February and March 2012, on the proposed changes to the existing Controlled Parking Zones (CPZ) in West Harrow and proposed new parking control areas around the Honeybun Estate and Whitmore School areas.

An officer reported that officers had followed the same process as with other recent scheme consultations where only those areas with majority support in favour of the proposed parking controls had been progressed.

Members of the Panel congratulated officers for their hard work on the proposals and made the following comments on them:

- they had been well formulated and showed that officers had taken on board the comments of residents in roads and sections of roads;
- they would provide safer and better access for residents, drivers and emergency vehicles and that this was a satisfactory conclusion to what had been a controversial issue for several years;
- Panel Members also expressed regret at the aggressive behaviour of some residents who had been opposed to any form of CPZ in West Harrow.

A back benching Member stated that:

- some of the residents affected by the Scheme continued to be dissatisfied with the final proposal and that this had implications for community cohesion;
- there continued to be a great deal of tension among West Harrow residents regarding these proposals;
- although the report stated there were 43 properties on Pool Road, there were in fact only 13 properties there and there was no parking available outside these properties;
- most of the properties on Farmborough Close comprised of sheltered housing which had Double Yellow Lines outside. Friends and family members of the residents in these properties experienced difficulty in picking up and dropping them off;
- Farmborough Close, which also had sheltered housing, had unauthorised disabled parking bays outside;
- the Adults Social Care section should also have been consulted regarding any parking proposals outside the sheltered housing in Farmborough Close;
- Heath Road should not have been included in the proposals as its residents' views were split on the proposals.

A Member of the Panel stated that it was not possible to please all the residents of all the time. The important issue was that these proposals had been developed and agreed on a cross-party basis, in an open and transparent way, with sufficient opportunities for residents to engage with and provide feedback to the Council.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety)

That the Parking Schemes be implemented as set out below:

- (1) Bouverie Road between Vaughan Road and the existing CPZ W - be included within CPZ W with the exception of properties numbered 2-10 and 1-19 as advertised;
- (2) Butler Avenue - the existing section not within the existing CPZ zone V remain outside of the CPZ, as advertised;
- (3) Butler Road - the western extremity **NOT** be removed from the existing CPZ zone W;
- (4) Drury Road (Vaughan Road to Sumner Road) - be included within the existing W zone CPZ as advertised;

- (5) Heath Road - be included within the existing W zone CPZ as advertised;
- (6) Sandhurst Avenue – **NOT** be included within the existing CPZ W;
- (7) Vaughan Road between the two existing CPZs – **NOT** be included as a part of CPZ zone W;
- (8) Vaughan Road near its junction with Bouverie Road – time limited loading bays or time limited Pay & Display parking bays **NOT** be installed;
- (9) Unnamed link road between Vaughan Road and Butler Avenue – the existing Pay & Display/shared business permit parking bays to operate Monday to Friday 8.30 am – 6.30 pm and allow P&D bays to be used by CPZ zone V resident or business permit holders as advertised;
- (10) Bessborough Road (Roxborough Avenue to Whitmore Road) – **NOT** be included within the existing CPZ zone E, but yellow lines at junctions and other strategic locations for emergency vehicle access and safety purposes to proceed;
- (11) Honeybun Estate south (Charles Crescent, Pool Road, Wood Close, Farmborough Close) - a new CPZ be created operating Monday to Saturday with a one hour morning and one hour afternoon restriction, as advertised;
- (12) Lascelles Avenue – be included in the new CPZ for Honeybun Estate south (to prevent displaced parking affecting access on this Restricted Borough Distributor Road), as advertised;
- (13) Merton Road - a new CPZ be created operating Monday to Friday with one hour morning and one hour afternoon restriction and Saturday and Sunday with one hour morning restriction as advertised;
- (14) Ferring Close – **NOT** be included in the CPZ for the Merton Road area but proceed with double yellow lines at junctions and along the odd numbered side of the road for emergency vehicle access and safety purposes;
- (15) Porlock Avenue between Shaftesbury Avenue and Whitmore Road – single and double yellow lines and free parking bay be installed to prevent displaced parking causing potential access issues on this Restricted Borough Distributor Road, as advertised;
- (16) Treve Avenue – **NOT** be included in a CPZ but proceed with installation of single and double yellow lines and free parking bays (to prevent displaced parking causing access issues on this Restricted Borough Distributor Road), as advertised;
- (17) Whitmore Road (Bessborough Road to Shaftesbury Avenue) – a new CPZ **NOT** be installed but proceed with single and double yellow lines

at junctions and other strategic locations for emergency vehicle access and safety purposes as advertised;

- (18) Marshall Close – south side - remove the waiting restrictions from the shoulders of the parking lay-by, as advertised;
- (19) Vaughan Road near Bowen Road - the existing permit bay be shortened away from the junction and a short section of waiting restriction be introduced (in response to concerns raised by the Police), as advertised;
- (20) the Service Manager – Traffic & Highway Network Management be authorised to take the necessary steps to implement the above recommendations;
- (21) residents within the consultation areas be informed of this decision.

Reason for Decision: To control parking in the existing West Harrow CPZ – Zone V and W as well as the area surrounding Whitmore School and the Honeybun Estate as detailed in the report. The measures were in direct response to resident and business requests for changes to the existing parking arrangements in their area and in order to maintain road safety and accessibility for vehicular traffic.

RESOLVED ITEMS

129. Information Report - Petitions

The Panel received a report of the Divisional Director, Environmental Services which set out details of the petitions that had been received since the last meeting of the Panel and provided details of the Council's investigations and findings where these had been undertaken.

An officer made the following points about the petitions listed below:

Roxeth School and Safety Matters in Brickfield, Harrow on the Hill

An officer explained that he had met the lead petitioner on site to discuss road safety concerns. The issue of the worn road markings has been passed to the maintenance section for attention and the parking enforcement issues referred to parking enforcement. A road safety education officer from the Council had given a talk at the school which had addressed some of the concerns raised by the petitioner.

An officer advised that further details concerning the petitions relating to Butler Road West Harrow, Anselm Road Hatch End, Grimsdyke Road Car Park Hatch End and Pinner Road had been provided earlier in the meeting under minute items 126 and 128.

40 Eastcote Road, Pinner - request for parking restrictions

An Officer explained that In this particular instance there is an alternative to waiting restrictions due to the position of the zebra crossing and favourable

consideration is being given to a modest extension of the crossing zig-zags which does not require consultation in the same way as waiting restrictions.

Objections to the proposed new bus service along Wood Lane

Re-routing of the 615 bus service to include Wood Lane and increasing the frequency of the service had been agreed following negotiations between officers, Hertfordshire County Council, the bus operator and TfL.

Panel Members congratulated officers on successfully negotiating the changes to the 615 bus route.

RESOLVED: That the report be noted.

130. Information Report: Traffic and Parking Schemes Programme Update

The Panel received a report of the Divisional Director Environmental Services which provided an update on progress of the 2012/13 programme of traffic and parking schemes which included schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme.

An officer highlighted the following aspects of the report:

- both the Mollison Way major project scheme and the linking of five sets of traffic signals in Stanmore Hill were substantially complete;
- the freight management scheme and the development of the associated signage scheme were underway.

Following questions from Members of the Panel, an officer advised that:

- most of the accidents on Old Redding had involved vehicles rather than pedestrians;
- a full impact assessment of the proposals relating to the sports ground at The Hive at Canons Park had yet to be carried out. Parking controls may be necessary on match days and a Section 106 agreement may be necessary to mitigate against parking problems and congestion.

A Member of the Panel stated that she was extremely pleased to see initiatives such as The Hive being submitted to the Panel and well as to the Planning Committee for consideration and comment.

RESOLVED: That the report be noted.

131. Any Other Urgent Business

Kodak Site Proposed Re-development

In accordance with the Local Government (Access to Information) Act 1985, the following item was included late on the agenda as a Special Planning Committee to discuss the proposed re-development of the Kodak Site was

scheduled to take place on Tuesday 26 June, and this would be the only opportunity that the Panel would have to discuss the application before a decision was taken.

An adviser to the Panel stated that in the past, planning developments had been presented to the Panel for consideration and comment. The Panel should be requested to become involved in any such planning developments earlier in the consideration process. He added that Transport for London (TfL) had been asked to consider converting the H14 bus route to a double decker bus and an additional bus service from the proposed housing estate to Wealdstone and then Harrow Town Centre should also be requested.

An officer advised that funds had been identified for additional H14 buses. However, TfL had indicated that the introduction of a double decker bus on this route was unlikely. He added that there had also been some discussion around the possibility of diverting the H9 and H10 bus routes for the convenience of residents on the proposed housing estate.

Panel Members made the following comments regarding the proposals:

- Section 106 funds were available for a mini roundabout by the site and the nearby traffic lights may need to be looked at;
- residents would be cut off from the Wealdstone shopping area by the presence of the low bridge;
- at a recent meeting to discuss the redevelopment of the Kodak site, attended by local stakeholders, traffic congestion in Wealdstone had been highlighted. The presence of a new Free School in Wealdstone would further add to this congestion.

RESOLVED: That the report be noted and that the Vice-Chairman feedback comments from the Panel to the Special Planning Committee meeting on 26 June 2012.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.55 pm).

(Signed) COUNCILLOR MRINAL CHOUDHURY
Chairman