

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

5 JUNE 2013

Chairman:	* Councillor John Nickolay	
Councillors:	* Susan Hall	* Ajay Maru
	* Nizam Ismail	* Jerry Miles
	* Kairul Kareema Marikar (1)	* Mrs Vina Mithani
Advisers:	† Mr L Gray	* Mr A Wood
		* Dr Anoop Shah
In attendance: (Councillors)	Sachin Shah	Minute 168-181

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

168. Attendance by Reserve Members

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

Ordinary Member

Councillor Mrinal Choudhury

Reserve Member

Councillor Kairul Marikar

169. Members' Right to Speak

RESOLVED: In accordance with Executive Procedure Rule 39.1.1 – Part 4D of the Constitution, the Panel agreed that the following Member could speak at the meeting: Councillor Sachin Shah.

170. Co-opted Advisers' Right to Speak

RESOLVED: That the following Co-opted Advisers be permitted to speak at the meeting pending formal approval of their appointments by the Portfolio Holder for Environment and Community Safety:

Mr Anthony Wood – Harrow Public Transport Users' Association (HPTUA)
Dr Anoop Shah – Harrow Cyclists.

171. Declarations of Interest

Agenda Item 9 – Information Report: Petitions Relating to:- 1. Walton Avenue – Complaint about the Road Humps, 2. Blenheim Road – Request for Changes to Shared Parking Bays, 3. Milton road – Request for remove parking permit zone H5 and 4. Reynolds Drive – Request to Deal with Obstructive Parking

Councillor Susan Hall declared a non-pecuniary interest in that she was on the board of London Fire Brigade. She would remain in the room whilst this matter was considered and voted upon.

Councillor Kairul Marikar declared a non-pecuniary interest in that she was a Ward Councillor for West Harrow and as the office for the Harrow West Labour Group was located on Blenheim Road, West Harrow. She would remain in the room whilst this matter was considered and voted upon.

Councillor Ajay Maru declared a non-pecuniary interest in that the office for Harrow West Labour Group was located on Blenheim Road, West Harrow. He would remain in the room whilst this matter was considered and voted upon.

Councillor Jerry Miles declared a non-pecuniary interest in that the office for the Harrow West Labour Group was located on Blenheim Road, West Harrow. He would remain in the room whilst this matter was considered and voted upon.

Councillor Sachin Shah declared a non-pecuniary interest in that the office for the Harrow West Labour Group was located on Blenheim Road, West Harrow. He would remain in the room whilst this matter was considered.

172. Appointment of Vice-Chairman

RESOLVED: That Councillor Nizam Ismail be appointed Vice-Chairman of the Panel for the 2013/14 Municipal Year.

173. Minutes

RESOLVED: That the minutes of the meeting held on 6 February 2013 be taken as read and signed as a correct record.

174. Public Questions

RESOLVED: To note that no public questions were put at the meeting.

175. Petitions

RESOLVED: To note the receipt of the following petitions, which were referred to the Corporate Director of Environment and Enterprise for consideration:

Petition presented by Councillor James Bond on behalf of the Pinner Road Residents Association, containing 202 signatures, with the following terms of reference:

'We, the residents of Pinner Road, Pinner, wish to bring to the attention of the Council the massive volume of traffic on our road, with no visible 30 mph restriction signs and no cameras. Cars and commercial vehicles are frequently seen speeding along the road, and there have been many observed instances of dangerous overtaking, including cars going the wrong way round the bollards at the junction with Woodlands to gain speed advantage.

Recently, one of our residents was almost knocked down on the zebra crossing by a car travelling at high speed.

We would remind the Council that this is a road frequented by hundreds of schoolchildren, on weekdays, as they walk home from Nower Hill School.

In addition, the vibrations resulting from the high volume of regularly speeding traffic is causing our homes to shake and shudder, thus threatening the long term stability of our homes. The vibrations problem is compounded by a dip left in the road following a water mains repair outside Pinner Cemetery some time ago.

We are requesting that the Council implement the following with some urgency:-

- 30mph signs clearly displayed along this stretch of Pinner Road;
- speed cameras introduced;
- plans and timetable agreed to repair road.'

Petition read out by the Chairman on behalf of Acorn Tennis Club, containing 22 signatures, with the following terms of reference:

'The following members of Acorn Tennis Club are strongly against the new car parking restrictions in Donnefield Avenue which prevents parking our vehicles on Monday to Saturday until 6.30 pm.

We play on Wednesday and Friday mornings from 9.30-12.30 pm and Saturday afternoons from 1.00 pm-5.00 pm. Furthermore we were not given any warning that these restrictions were coming into force.

We notice the road is half empty during the week so feel some restrictions could be lifted. The car park costs £5 a day which we cannot afford three times a week. The meters are a maximum of two hours – not long enough.’

Petition read out by the Chairman on behalf of residents living close to the John Lyon School in Middle Road, containing 97 signatures, with the following terms of reference:

‘It is our submission that it’s the cars belonging to the school’s pupils and their parents that continue to clog adjoining streets not only at the start and end of the school day, but also in the evenings and weekends when other school activities take place.

What was once akin to a leafy glade has become a rat run . . .

As your investigation continues, please consider implementing a parking permit scheme, along with any other ideas or recommendations you may have conceived or received.’

176. Deputations

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

Whitchurch Lane Traffic Flow Issues

The three deputees, all of whom were members of Canons Park Residents’ Association, and signatories to the Deputation, made the following points:

- there were problems with weekend and evening parking as cars were being parked on both sides of the road resulting in vehicles not being able to pass;
- there had been instances of vehicles being driven onto pavements;
- the inability of drivers to pass cars parked on both sides of the road was affecting public transport vehicles and emergency services vehicles;
- the problems were being affected by the nearby CPZ and it was anticipated that the problems would become more severe when Barnet Football Club commenced playing first team football at the Hive. The problems were, in part, caused by the lack of parking in Hitchin Lane;
- the solution to the Whitchurch Lane traffic flow issues was to introduce double yellow lines on the south side of the road;
- the double yellow lines were required urgently and could not be delayed until the autumn;

- the Hive and the football club were anticipating problems with car parking as they had approached the Church to ask to use the car park there;
- the heritage in the area, such as St Lawrence's Church and Canons Park and Memorial Garden, should be recognised.

Following questions from the Panel Members, the deputies responded that:

- the main concern was not vehicle speeds but access for public transport and emergency services vehicles;
- the double yellow lines were sought for the Eastern section of Whitchurch Lane, from the corner of Donnefield Avenue to Whitchurch Avenue;
- the parking problems had been heightened by the ratio of 0.7 parking spaces to residents at the Hitchin Lane development. These cars had been displaced to Whitchurch Lane;
- the parked cars were creating dangerous visibility problems;
- there had been regular liaison with the Council's traffic officers and double yellow lines were initially suggested in September/October 2011. The need for measures in Whitchurch Lane had been raised when the proposals for Donnefield Avenue were discussed;
- the double yellow lines would extend in front of houses which had sufficient off-street parking;
- the double yellow lines would not create a displacement of traffic as there was available space on the North side of the road. The problems on Whitchurch Lane were caused by double parking.

An officer advised that concerns had not been raised by London Buses or the emergency services but the matter of Whitchurch Lane would be raised with these bodies. It was accepted that there could be issues due to the width of the road.

Another officer explained that bringing forward the review for Whitchurch Lane would require changes to the agreed programme and could cause a delay to other projects. An area review was required as consideration would need to be given to the wider impact on parking and there was not a swift solution to this issue. The officer commented that the budget allocated for the area review was £10,000 and that the cost for the implementation of double yellow lines would use a large proportion of this due to the cost of the statutory consultation.

A Member of the Panel suggested that the Canons Ward Councillors could be approached regarding Whitchurch Lane and the possible use of the Neighbourhood Investment Scheme (NIS) funds.

Another Member commented that the introduction of double yellow lines would cause a displacement of traffic when the Hive was busy and suggested it would be appropriate to wait for a period of time to evaluate the impact of the Hive.

In response to a question from a Member, an officer responded that the Council would not be doing a review of the Hive because there was no funding available for this.

The Chairman suggested that if Canons Ward Councillors were prepared to make their NIS funds available, officers could look in to the possibility of introducing double yellow lines. The officers should approach London Buses and the emergency services to ascertain if they had experienced any difficulties on Whitchurch Lane. If the NIS funding was not possible then the matter would be addressed during the review in the autumn of 2013.

RECOMMENDED ITEMS

177. Appointment of Advisers to the Panel 2013/14

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 2013/14 Municipal Year.

The Chairman advised that Mr Alan Blann had decided to step down as an adviser for 2013/14.

An adviser to the Panel commented that he had been an adviser to the Panel since 1983 and not since 2006 as stated in the report. The adviser suggested that an approach could be made to the Harrow Association of Disabled People (HAD) regarding a representative of that association being appointed as an adviser to the Panel.

The adviser to the Panel paid tribute to the work of Mr Alan Blann and welcomed Dr Anoop Shah as the new adviser from Harrow Cyclists.

The Panel agreed to write to Mr Alan Blann to thank him for this work as an adviser to the Panel.

The Chairman suggested that the appointment of a business representative as an adviser to the Panel should also be considered.

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

That the nominations for co-opted, non-voting advisers detailed at appendix 1 of the officer report, be agreed.

Reason for Recommendation: To appoint advisers to the Panel for the 2013/14 Municipal Year, to assist in the work of the Panel.

178. Rosslyn Crescent and Frogmal Avenue Parking Review - Statutory Consultation

The Panel received a report of the Corporate Director of Environment and Enterprise which set out the results of the statutory consultation carried out during April / May 2013 on proposed changes to the existing Controlled Parking Zone (CPZ) in Rosslyn Crescent, Frogmal Avenue and Station Road. An officer advised that:

- the Section 106 agreement had provided future provision for a review of the car parking in the area;
- the statutory consultation took place between April and May 2013 and two objections had been received. One related to the extension of the CPZ times and the other was opposed to the conversion of single yellow lines to double yellow lines;
- changes to the parking restrictions were only being implemented in locations where there were safety concerns.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment and Community Safety) that the following amendments be implemented:

- (a) "at any time" waiting restrictions (double yellow lines) in Rosslyn Crescent, Frogmal Avenue and Station Road be implemented on junctions, corners and bends as advertised;
- (b) "at any time" loading restrictions in Rosslyn Crescent, Frogmal Avenue and Station Road be implemented on junctions, corners and bends as advertised;
- (c) an additional parking bay (one vehicle) be installed in Rosslyn Crescent (opposite 27 Rosslyn Crescent) at the end of the existing shared use parking bay as advertised;
- (d) an "at any time" loading bay be installed in Rosslyn Crescent outside the supermarket and no. 31-37 Rosslyn Crescent as advertised.

Reason for Recommendation: To regulate parking in the Rosslyn Crescent and Frogmal Avenue area as detailed in the report. The measures were in direct response to residents' and businesses' requests for changes to the existing parking arrangements in their area in order to maintain road safety and parking access.

179. TfL Local Transport Fund Schemes

The Panel received a report of the Corporate Director of Environment and Enterprise, 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 2013/14. An officer outlined each of the proposed local transport schemes.

An adviser to the Panel commented that all of the proposed schemes were commendable and suggested that the funding should be allocated to schemes following consideration of safety concerns, access for public transport and emergency service vehicles and the safety of children. The adviser suggested that the funding be allocated to:-

- High Street, Harrow on the Hill – congestion relief scheme - £5,000
- Grange School – Welbeck Road 20mph zone - £20,000
- Mollison Way – inset parking bays with a reduction in the estimated cost to £75,000

A Member of the Panel supported the suggestions for the allocation and suggested that details of a cost per rail for cycle racks should be included in the information circulated to Members regarding NIS.

Another Member supported the proposals and suggested that NIS funds could be used to finance the proposed scheme for Harrow on the Hill.

An adviser to the Panel outlined the Mayor of London’s Vision for Cycling and drew attention to funding options for cycle schemes. In response, an officer advised that officers were aware of the funding sources and of the trial ‘Mini Holland’ cycling scheme. Officers had been invited to visit the trial to see how it operated.

A Panel Member commented on the need to address cycling safety issues as some cyclists did not adhere to the Highway Code.

A Member, who was not a Member of the Panel, spoke in support of the scheme for Mollison Way and stated that there had been confrontations between drivers there. The Member requested that full estimated cost of £80,000 be allocated to the project and asked if residents would be offered dropped kerbs as a part of the scheme.

An officer confirmed that residents would be offered dropped kerbs and that there was some flexibility in the estimated cost so the scheme should be achieved with an allocation of £75,000.

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:

Mollison Way - inset parking bays	To relieve congestion and improve access for buses in Mollison Way by creating inset parking bays between Turner Road and Cotman Gardens and between Stag Lane and Constable	£75,000
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	Crescent. In addition introduce measures to mitigate the impact of removing on street parking by providing pedestrian refuges to provide safer places to cross and vehicle speed reduction measures.	
High Street, Harrow on the Hill – congestion relief scheme	The introduction of loading restrictions in the High Street, Harrow on the Hill to improve bus and emergency service accessibility, particularly in the evenings and off peak periods	£5,000
Grange School – Welbeck Road 20 mph zone	A 20 mph zone scheme to mitigate the impact of through traffic and reduce personal injury accidents in the area surrounding the school.	£20,000

Reason for Recommendation: In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2013/14 financial year.

RESOLVED ITEMS

- 180. Information Report: Petitions relating to:- 1. WALTON AVENUE - COMPLAINT ABOUT ROAD HUMPS; 2. BLENHEIM ROAD - REQUEST FOR CHANGES TO SHARED PARKING BAYS; 3. MILTON ROAD - REQUEST TO REMOVE PARKING PERMIT ZONE H5; 4. REYNOLDS DRIVE - REQUEST TO DEAL WITH OBSTRUCTIVE PARKING**

The Panel received a report of the Corporate Director of Environment and Enterprise 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:

Walton Avenue - complaint about road humps

- repairs had been ordered of those road humps that were within the Council's intervention levels for reactive works;
- it was not possible to introduce any additional 20mph repeater signs because the current signing regulations from the Department for Transport stated that 20 mph signs can only be placed at the entry and exit points of the zone.

A Member of the Panel asked when the repair works would be carried out and drew attention to a damaged sign at the entrance to the 20 mph zone. The officer advised that the works would commence shortly and that the damaged sign would be investigated.

An adviser to the Panel suggested that a more suitable solution was to close the road to through traffic either by introducing a one way system or by installing a barrier, such as a gate or bollards, at the entrance to the road. The officer responded that closing the road to through traffic would result in traffic displacement, a potential increase in congestion on neighbouring roads and an impact on the wider road network. It was difficult to introduce road closures as opinions were often split during public consultation and consensus was not easy to achieve.

A Member of the Panel commented that closing the road to through traffic would result in more congestion in the area which would make it more problematic for emergency service vehicles to access the vicinity quickly.

Blenheim Road - request for changes to shared parking bays

- in 2010, a scheme including 4 shared use bays, pay and display and permit holders, and a loading bay was introduced;
- due to temporary suspension of shared use parking bays in the Gardens there had been a displacement of residents parking in the bays on Blenheim Road;
- the concerns were not raised during the follow up parking review and any change to the scheme now would require a statutory consultation to advertise the traffic orders;
- there had been discussions with a Ward Councillor and it was possible that the changes could be funded through the NIS.

A Member of the Panel made the following comments;

- the work of officers was appreciated;
- traders on Blenheim Road had been experiencing problems and wanted the spaces to be available for patrons but stopping parking by resident permit holders;
- there would be NIS funds available for the necessary consultation and traffic orders.

Milton Road - request to remove Parking Permit Zone H5

- the Milton Road project was led by the housing department and involved the requirement of a parking permit to use the car park;
- a parking permit was also required to park in the on-street parking bays;
- there were concerns that the two types of parking permit were not interchangeable;

- Housing officers would monitor the situation at Milton Road car park and at present no changes were recommended.

Reynolds Drive - request to deal with obstructive parking

- 19 pro forma letters had been received regarding Reynolds Drive and these had been dealt with as a petition;
- officers were aware of the issues and a review of the parking around the Reynolds Drive area had been agreed;
- a stakeholder meeting and a public consultation were being planned.

A Member of the Panel highlighted the problems residents were facing in accessing their driveways and commented on impacts of the Controlled Parking Zone in Beverley Drive which had been introduced by Brent Council.

A Member, who was not a Member of the Panel, thanked officers for their work in addressing the issues in the Reynolds Drive area and for keeping Councillors and residents informed of progress and developments.

RESOLVED: That the report be noted.

181. Information Report: Traffic and Parking Schemes Programme update

The Panel received a report of the Corporate Director of Environment and Enterprise which provided an update on progress of the 2013/14 programme of traffic and parking schemes which included schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme.

A Member of the Panel commented that Harrow was the safest borough in terms of serious road traffic accidents. Road safety projects would not be delivered successfully without the high calibre of traffic officers which Harrow had.

An adviser to the Panel requested an update on a number of projects within the Traffic and Parking Schemes Programme. An officer made the following comments in response:

- a meeting had been held regarding the roundabout at Eastcote Lane / Roxeth Green and it was anticipated that the works would commence soon;
- officers were currently putting pressure on the Council's highway contractor to complete last year's schemes because of the slow delivery of the programme;
- a roundabout was no longer proposed for Warden Avenue because the traffic modelling had indicated that additional congestion and delay may and affect bus services. As the main type of accident was shunts and

the road surface at the junction was below standard the scheme involves maintaining the existing junction control and introducing a new high friction surface to improve skid resistance. The “zebra” pedestrian crossing would be upgraded and a keep clear sign would also be installed;

- the wider project for Kymberley Road was delayed at present but the works at Clarendon Road were scheduled for implementation in the current financial year. The detailed designs were being developed which would be followed by a statutory consultation.

RESOLVED: That the report be noted.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.15 pm).

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman