

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

28 NOVEMBER 2017

Chair: * Councillor Kairul Kareema Marikar

Councillors: * John Hinkley * Jerry Miles
* Ameet Jogia * David Perry
* Manjibhai Kara * Sasi Suresh (4)

Advisers: † Mr N Long * Mr A Wood
* Dr Anoop Shah

In attendance: Phillip O'Dell Minute 163
(Councillors) Georgia Weston Minute 163

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

152. Attendance by Reserve Members

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

Ordinary Member

Reserve Member

Councillor Jeff Anderson

Councillor Sasi Suresh

153. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 5 - Petitions

Councillor John Hinkley declared a non-pecuniary interest in that he lived in the vicinity of two of the petitions which would be presented by residents at the meeting (Parking in Hatch End Broadway and Pavements in Shrewsbury Road). He would remain in the room whilst the matters were considered and voted upon.

Agenda Item 11 – Information Report: 2017/18 Traffic and Parking Schemes Programme Update

Councillor Manji Kara declared a non-pecuniary interest in that he lived in the vicinity of the Controlled Parking Zone in Wealdstone. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 11 - Information Report: 2017/18 Traffic and Parking Schemes Programme Update

Councillor Ameet Jogia declared a pecuniary interest in that he owned a property on Whitehouse Drive. He would leave the room whilst the matter was considered and voted upon.

Agenda Item 11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

Councillor Georgia Weston declared a non-pecuniary interest in that her daughter attended Pinner High School. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 8 – Wealdstone Transport Study; Agenda Item 9 – Wealdstone – Liveable Neighbourhood Bid & Agenda Item 11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

Councillor Kairul Kareema Marikar declared a non-pecuniary interest in that she lived in Wealdstone. She would remain in the room whilst the matters were considered and voted upon.

154. Minutes

RESOLVED: That the minutes of the meeting held on 24 July 2017 be taken as read and signed as a correct record.

155. Right of Members to Speak

RESOLVED: In accordance with Executive Procedure Rule 38.1.1 – Part 4D of the Constitution, the Panel agreed that the following Members could speak at the meeting:

Councillor

Agenda Item

Phillip O'Dell

8 – Information Report: Wealdstone Transport Study

11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

Georgia Weston 11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

156. Public Questions

RESOLVED: To note that 3 public questions had been received and responded to and in line with the statement made by the Chairman, the recording had been placed on the website.

157. Petitions

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

1. Parking Meters in the Broadway, Hatch End, containing 558 signatures, with the following terms of reference:

‘to enable reasonable access to the essential shops and deter long term parking, we the undersigned local residents, businesses and shoppers request that TARSAP start immediately the process to have parking meters installed in the service roads in the Uxbridge Road, Hatch End.’

2. Lake View, Edgware, containing 19 signatures, with the following terms of reference:

‘We the undersigned call upon Harrow Council to extend the (zones) TB parking restriction to Lake View and repave the pavement and roads urgently as it needs desperate urgent which is getting very unsafe for all pedestrians. We expect the situation to become much worse when the parking restrictions for Dukes Avenue come into effect.’

3. Pavements at Sherington Avenue, Hatch End, containing 19 signatures, with the following terms of reference:

‘The pavements at Sherington Avenue are in a serious state of disrepair on the basis of the following observations (photos attached):

- i. Irregular & broken/cracked;
- ii. Tarmac leading to driveways lifted and cracked;
 - a. Causes: Age, roots & general ‘wear & tear’;
- iii. Tarmac leading to driveways have mud puddles on either side
 - a. Causes: Old design build, forces vehicles to drive over grass becomes mud puddle;

There are registered partially sighted & elderly residents that have to negotiate the above issues to safely get about their daily lives. Furthermore, broken tarmac damages the underside of cars when entering driveways. The broken pavements are also unsightly in a residential locality. The comparison to the new build is quite evident in the attached photos.

We therefore request the Council to continue the pavement replacement/repair that was started at the Rowlands Avenue end and complete the job to the rest of Sherington Avenue.'

158. Deputations

RESOLVED: That, in accordance with Executive Procedure Rule 48 (Part 4D of the Constitution), the following deputations be received:

1. Update regarding safety concerns about Traffic & Parking on Dorset Drive and Cavendish Drive.

The Deputee stated that:

- further to a previous deputation and petition presented to the Panel regarding the above, the incidences of inconsiderate parking of heavy and commercial vehicles by staff at nearby garages continued to be an issue for residents of the above streets. As a result, residents regularly experienced blocked driveways, litter on their streets, speeding low loaders, noise from the testing of vehicle brakes, loading and unloading of vehicles and flashing lights;
- there had been a recent altercation between one of the residents and the driver of one such vehicle who had verbally abused and intimidated the resident;
- local residents worked hard, paid their taxes and contributed to society and naturally expected to receive support from the Council in helping to resolve the matter;
- deputees presenting at the previous meeting of the Panel had requested officers to look into the business licences of the nearby garages and any Planning conditions and to take the appropriate enforcement action against them. However, the deputees had yet to receive any feedback from the Council regarding this request;
- the Council should consider implementing parking controls on these streets to help deal with the situation and hoped this issue would be considered sympathetically at the February 2018 meeting of the Panel.

A Member added that this had been a long-standing issue for residents of Dorset & Cavendish Drives. Residents of those streets planned to present another petition before the February 2018 meeting of the Panel. He hoped that the petition could be put together with support and advice from Traffic officers. Residents were of the view that the only possible solution would be to extend the times of the existing CPZ (Controlled Parking Zone).

An officer advised that officers had met with local residents to discuss possible solutions. This issue would be included in the agenda for the February 2018 meeting of the Panel. He added that officers would rank and score schemes in accordance with policy and that the Panel would make the final decision about which schemes should be progressed.

2. Speeding and Traffic Calming issues on Northumberland Road.

The Depute stated that:

- residents of Cambridge & Northumberland Roads had a recent meeting following a walk-about by the Leader where they had discussed traffic calming measures and 20 mph zones;
- residents of Cambridge Road and Woodlands Road were not in favour of having 20 mph zones with speed cushions implemented in those streets;
- average speeds on Northumberland Road were 40-45 mph and the road was often used as a 'rat run'. Whereas, the average speed on Woodlands Road was between 20-25 mph, which was in part due to a poorly designed CPZ (Controlled Parking Zone), which meant that cars were parked along only one side of what was a narrow road. Officers had refused residents' request that parking bays be available on alternative sides of the road and did not propose any alternative solution to deal with residents' concerns. Why had the Council failed to engage with residents?
- In recent years, residents had met with several Councillors to discuss ongoing safety concerns, following which they had proposed that parking bays be placed on both sides of the road. He had been informed that having all the bays on one side of the road meant there was a net increase in driving speed of 1 mile per hour;
- the Council had refused residents' requests to move two of the bays to the opposite side of the road which would have been less expensive than implementing speed cushions (as was the case in Lancaster Road, which was parallel to Northumberland Road). Residents were told that having all the bays on one side of the road would lead to an increase in average speeds;
- it was his understanding that the Mayor of London was not in favour of speed bumps because they increased pollution. Local

residents had considered mounting their own 20 mph signs on the streets but were not in favour of speed bumps or speed cushions;

- in his view, the 85 percentile rule used by the Council in traffic surveys was not an accurate reflection of actual speeds on local streets;
- was the Council aware that there was a private school located on Northumberland Road;
- Panel Members had not visited the site or met with local stakeholders or proposed any solutions to residents' concerns regarding safety.

An officer responded that:

- legislation and Department for Transport guidance stated that 20 mph zones must be self-enforcing as the Police would not enforce these due to lack of resources. Therefore, speed bumps and speed cushions, which were considered self-enforcing were used;
- on roads where the speed was considered to be within tolerance levels, for example, those roads where the physical nature of the road, (for example, extremely narrow or winding roads which would not allow speeding) meant vertical deflections were not considered necessary;
- the 85 percentile measurement was the key speed used by transport professionals. This was the 85th highest speed out of a sample of a 100 which was recorded during traffic surveys. This measurement was used by the Metropolitan Police, in terms of enforcement and by transport professionals in terms of designing schemes;
- the Council was obliged to target its limited resources in accordance with its policy which set out how schemes were ranked and prioritised. Harrow's Local Implementation Plan (LIP) stated that 20 mph zones would be focussed in the vicinity of schools. As well as improving safety, these zones were designed to encourage modal shift and promote an environment that was more conducive to walking and cycling. Additionally, evidence to showed that residents felt safer to walk and cycle in 20 mph zones;
- numerous traffic assessments and surveys had been undertaken by the Council in recent years in Northumberland Road. These had indicated that speeds were within tolerances and speed limits and therefore, in accordance with Council policy no further action had been deemed necessary.

Following questions from Members of the Panel, an officer responded that a vehicle had overturned on Northumberland Road several years ago. This was due to an elderly resident accelerating instead of braking which caused the vehicle to hit the kerb and to overturn. He added that there were over 40, 20 mph zones in the Borough, mainly around schools. He had not known about the private school on Northumberland and officers would be willing to carry out another assessment of the road.

A Member acknowledged the issues faced by residents on Northumberland Road and requested that officers liaise with local residents to review the situation there.

An officer stated that parking bays had been moved to the opposite side of the road in one section of Northumberland Road, but these had been moved back as residents had complained that they could not get out of their driveways when vehicles were parked in them..

RESOLVED ITEMS

159. Information Report: Petitions

The Panel received a report of the Corporate Director, Community, 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.

Following questions and comments from a Member regarding the proposed upgrade of the existing single yellow line to double yellow lines across one side of Howberry Road, an officer advised that the Portfolio Holder had revised the proposals and the section of double yellow lines at the northern end of Howberry Road had now been omitted from the original proposals.

RESOLVED: That the report be noted.

160. Information Report: Wealdstone Transport Study

The Panel considered a report of the Corporate Director, Community, which provided an update regarding the Wealdstone Transport Study and set out the objectives, outcomes and recommendations arising from the Study. An officer did a presentation regarding the Study.

Following questions and comments from the Panel, an officer stated that:

- traffic modelling had been undertaken using both strategic and local modelling techniques to determine the current operation of the highway network and predict the future situation. The modelling, which had taken account of the impact of development sites in Wealdstone and forecast traffic growth and local and through traffic in the area, had predicted a marginal reduction in traffic;

- the Council's Regeneration Programme in Wealdstone, in accordance with the Mayor of London's Transport Strategy, was focussed on sustainable travel methods and encouraging modal shift among residents, for example, new residential developments often had few or no allocated parking spaces and their residents were not eligible to apply for parking permits;
- the A409, which ran through Wealdstone, was and would continue to be a major route. Transport for London was responsible for this road and more detailed modelling and further studies would be undertaken in the near future.

Members congratulated officers on an excellent report. An Adviser to the Panel requested that the slides from the presentation be emailed to him. An officer undertook to do this.

RESOLVED: That the report be noted.

161. Information Report: Wealdstone - Liveable Neighbourhood bid

The Panel received a report of the Corporate Director, Community, which set out details of the Liveable Neighbourhood bid submitted to Transport for London (TfL) in October 2017.

Members stated that there was strong cross-party support for the scheme and that local residents welcomed the proposals.

RESOLVED: That the report be noted.

162. Information Report: Ultra Low Emission Zone - Neighbourhood of the Future (NoF) update

The Panel received a report of the Corporate Director, Community which provided an update on progress with implementation of the Ultra Low Emission Zone (ULEZ) funded by Transport for London (TfL) and the proposed Neighbourhood of the Future (NoF) scheme for Harrow.

Following questions and comments from the Panel, an officer advised that there were 30 electric car charging points in the borough none of these however were on street. These were funded through the LIP (Local Implementation Plan) monies which amounted to £50k per annum. A new parking policy and improvements to the infrastructure would further support users of ULEVs (ultra low emission vehicle) to allow them to park for free when topping up.

RESOLVED: That the report be noted.

163. Information Report: 2017 /18 Traffic and Parking Schemes Programme update

The Panel considered a report of the Corporate Director, Community, which provided an update on progress with the 2017/18 traffic and parking management programme of works. This included schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme.

A Member stated that Canons Ward Councillors had not been informed or consulted regarding the outcome of the proposed changes to yellow lines on Howberry Road. An officer advised that he would seek clarification regarding the matter and would respond to the Member after the meeting.

An Adviser to the Panel stated that there was severe congestion in North Harrow on Station Road between Canterbury Road and Southfield Park due to cars being parked on both sides of the road. This meant two cars or a car and a bus could not pass at the same time. He also requested officers to re-consider the proposed relocation of the bus stop and parking bays opposite Canterbury Road as this would mean a longer walk to the bus stop from North Harrow tube station.

A Member back benching stated that:

- In June 2014, following proposals to expand Whitefriars School and increase its pupils numbers to 1500 pupils, the Council had commissioned a transport assessment. The assessment predicted an increase in car journeys and congestion in the vicinity of the school and recommended that Double Yellow Lines be implemented and the existing CPZ (Controlled Parking Zone) be extended. The CPZ had last been reviewed in 2007 and it was long overdue for re-assessment;
- congestion in the area had increased in recent years, with more anticipated once the Whitefriars' School expansion was complete. There was additional congestion caused by worshippers at the Sri Lankan Islamic Cultural Centre with worshippers all leaving the centre around the same time after Friday prayers. Additionally, the introduction of religious classes in the evenings at the Cultural Centre was causing further congestion in the early evenings, which meant local residents could not park near their homes;
- the Parking Enforcement team had informed him that, on average, only one ticket was issued each day in the area;
- he requested the Panel to forward a Recommendation to the Portfolio Holder for Community calling for a parking Review to be carried out in the vicinity of Whitefriars School within the next 12 months. He suggested that residents should be consulted about the possible implementation of a one-way scheme, to help reduce congestion in the area.

The Panel Members were advised that the Panel normally made formal Recommendations to the Portfolio Holder on the basis of formal officer reports which had received the appropriate legal and finance clearances and following discussion with relevant internal stakeholders.

A Member of the Panel stated that bearing in mind the above information it would not be advisable for the Panel to agree the back benching Member's request. He added that it might be possible to fund the Review as part of the proposed Regeneration Scheme for Wealdstone. Some of the issues mentioned by the back-benching Member also affected Marlborough Ward and a joint approach to tackling congestion in both Wards would be preferable. He further added that the Panel and officers had noted the back benching Member's concerns regarding traffic issues in Wealdstone. He requested officers to provide a report regarding the matter to the February 2018 meeting of the Panel.

The back benching Member further requested that the officer report provide costings and identify any potential funding stream for the review and any potential scheme.

Another Member back benching stated that:

- it was her understanding that the Mayor of London had stated cars should be banned from the vicinity of schools as they caused pollution. Therefore, she was not in favour of any traffic calming scheme, within a 20 mph zone which might increase the amount of pollution near schools;
- there was evidence to suggest that both road humps and road cushions caused increased pollution;
- she asked what changes had been made to the plans for traffic calming measures in the vicinity of Woodlands School. There was congestion and inconsiderate parking in the vicinity of Pinner Park School. Were there any other traffic calming measures that could be introduced in the borough that did not include speed humps or cushions?

An officer advised that:

- some modifications had been made to the Scheme proposed for the vicinity of Woodlands Road associated with St. John Fisher School. Some of the speed cushions had been removed and replaced with painted 20 mph roundels. The speed platform proposed at Melrose Road would remain;
- enforcement vehicles with cameras mounted on them operated outside schools. He undertook to look into the possibility of installing a fixed camera outside the school in question;
- another officer added that the council used a number of strategies to deal with those drivers who contravened parking controls or parked

inconsiderately in the vicinity of schools, such as issuing PCNs (Penalty Charge Notices), leafleting drivers and speaking to drivers who sat with their engines idling outside schools.

RESOLVED: That the report be noted.

164. Termination of Meeting

RESOLVED: That, at 9.59 pm to continue until 10.15 pm.

(Note: The meeting, having commenced at 7.30 pm, closed at 10.15 pm).

(Signed) COUNCILLOR KAIRUL KAREEMA MARIKAR
Chair