

## TRAFFIC AND ROAD SAFETY ADVISORY PANEL – 9 NOVEMBER 2022

### PUBLIC QUESTIONS (ITEM 4)

Under Rule 49 of the Executive Procedure Rules, members of the public may question the Chair of a Panel at meetings. There is a time limit of 15 minutes for the asking and answering of public questions.

**Questioner:** Minesh Joshi, Resident

**Asked of:** Councillor Ameet Joglekar, Chair of the Traffic and Road Safety Advisory Panel

**Question:** In reference to traffic flow along residential streets (Du Cros, Howberry and Dalkeith)

#### **Question 1:**

Numerous issues are observed when drivers in all manner of vehicles (cars, vans, lorries, coaches, motorcycles) increasingly use Du Cros Drive and Howberry Road in Canons Park/Stanmore as 'rat-runs' to avoid London Road and Marsh Lane by turning:

- right from Marsh Lane on to Du Cros Drive (to avoid London Road eastbound)
- right from Whitchurch Lane on to Howberry Road (to avoid traffic lights at Honeypot Lane/Marsh Lane to travel northbound)
- left from Du Cros Drive on to Howberry Road (to avoid London Road westbound and Marsh Lane southbound entirely)
- left turn from Whitchurch Lane on to Howberry Road and then right on to Du Cros Drive (to avoid Marsh Lane northbound and London Road eastbound entirely)

The problems are particularly acute during school drop offs (not helped by North London Collegiate and Aylward School both having entrances opposite each other on Dalkeith Grove), and throughout rush hour times.

My question is what will TARSAP do to reduce the traffic flow along residential streets (Du Cros, Howberry, Dalkeith) that are not designed to handle such large volumes of traffic and heavy vehicle types?

**Questioner:** Dr Anoop Shah, Resident

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** In reference to the Marlborough School Street Scheme

**Question 2:**

I note that the Marlborough School Streets report recommends removing the scheme based on consultation of local residents with a 7% response rate. However, the statutory guidance on such decisions from the Traffic Management Act 2004: network management to support active travel (\*) states: "Engagement, especially on schemes where there is public controversy, should use objective methods, such as professional polling to British Polling Council standards, to establish a truly representative picture of local views and to ensure that minority views do not dominate the discourse. Consultations are not referendums, however. Polling results should be one part of the suite of robust, empirical evidence on which decisions are made."

The original decision to make the Marlborough school scheme permanent was based on a suite of evidence including consultation with residents and the school, walking and cycling counts, and engagement with schoolchildren.

How can the Council justify a recommendation to remove the scheme based solely on a crude ratio of negative and positive consultation responses, which is not a valid estimate of public opinion, without considering other evidence?

**Questioner:** Bryn Evans, Resident

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** In reference to Speed Cameras and 20 mph Speed limit.

**Question 3:**

Wandsworth Council has recently implemented speed cameras in a pilot scheme. Will Harrow seek to follow suit and implement speed cameras and a default 20mph speed limit in order to improve road safety?

**Questioner:** Ian Farr, Resident

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** In reference to the Marlborough School Street Scheme Consultation

**Question 4:**

A consultation should aim to gather opinion of all stakeholders. The Marlborough Street consultation does not show the opinion of the school or of Harrow Health Bodies responsible for children's health. Were they asked and what was their response?

The consultation report highlights one question where a majority of parents of school children and school staff support the scheme.

The low overall response is a concern, and with approximately 650 pupils attending the school producing 34 responses from parents, either the consultation failed to engage with the Harrow residents who are parents or over 600 had no objections.

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**Questioner:** Ruheena Shah, Resident

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** In reference to the Marlborough School Street Scheme Consultation

**Question 5:**

Are the Panel aware that the Marlborough school scheme is causing mayhem for many local residents such as myself, it just pushes the problem to the next roads along, and how do the panel believe this helps residents like me who live just outside the scheme on Marlborough Hill? Friends and relatives are unable to visit us without worry.