

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

15 SEPTEMBER 2009

Chairman: * Councillor John Nickolay

Councillors: * Mrinal Choudhury * Jerry Miles
 * Susan Hall (5) * Mrs Vina Mithani (3)
 * Nizam Ismail * David Perry
 * Ashok Kulkarni * Jeremy Zeid
 * Julia Merison

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

* Denotes Member present
 (3) and (5) Denote category of Reserve Member

[Note: Councillor Graham Henson also attended this meeting to speak on the item indicated at Minute 177 below].

PART I - RECOMMENDATIONS - NIL**PART II - MINUTES**170. **Attendance by Reserve Members:**

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

Ordinary Member

Councillor Manji Kara
 Councillor Yogesh Teli

Reserve Member

Councillor Vina Mithani
 Councillor Susan Hall

171. **Declarations of Interest:**

RESOLVED: To note that the following interests were declared:

<u>Agenda Item</u>	<u>Member</u>	<u>Nature of Interest</u>
7. INFORMATION REPORT - Petition Relating to (1) Stuart Avenue, Stiven Crescent and Primrose Close; (2) Tithe Farm Avenue and Barn Mews; (3) Belmont Circle; (4) Blenheim Road West Harrow; (5) Broadway, Wealdstone; (6) Rees Drive, Chavalier Close, Partridge Close, Stanmore	Mr. Eric Diamond	Mr Diamond declared a personal interest in that he used the car park for the Belmont Medical Centre. Accordingly, he remained in the room and took part in the discussion on this item.
8. INFORMATION REPORT – Transport for London’s Future Funding Arrangements	Councillor David Perry	Councillor David Perry declared a personal interest in that he was a resident of The Heights, Northolt. Accordingly, he remained in the room and took part in the discussion on this item.

172. **Right of Members to Speak:**

RESOLVED: That, in accordance with Committee Procedure Rule 4.1, the following Councillor, who was not a Member of the Committee, be allowed to speak on the agenda item indicated:

CouncillorAgenda Item

Graham Henson

7. INFORMATION REPORT - Petition Relating to (1) Stuart Avenue, Stiven Crescent and Primrose Close; (2) Tithe Farm Avenue and Barn Mews; (3) Belmont Circle; (4) Blenheim Road West Harrow; (5) Broadway, Wealdstone; (6) Rees Drive, Chavalier Close, Partridge Close, Stanmore.

173. **Minutes:**

RESOLVED: That the minutes of the meeting held on 17 June 2009 be taken as read and signed as a correct record.

174. **Public Questions:**

RESOLVED: To note that no public questions were received.

175. **Petitions:**

RESOLVED: To receive and note the receipt of the following petition:

A petition presented by Councillor Graham Henson, containing 54 signatures from residents requesting an investigation to find a solution to speeding, congestion and pedestrian safety along Eastcote Lane, South Harrow.

176. **Deputations:**

RESOLVED: To note that no deputations were received.

177. **INFORMATION REPORT - Petition Relating to (1) Stuart Avenue, Stiven Crescent and Primrose Close; (2) Tithe Farm Avenue and Barn Mews; (3) Belmont Circle; (4) Blenheim Road West Harrow; (5) Broadway, Wealdstone; (6) Rees Drive, Chavalier Close, Partridge Close, Stanmore;**

An officer presented a report on the petitions received, addressing each in turn.

Stuart Avenue, Stiven Crescent and Primrose Close

An officer explained that the complaint focused on two issues:

- The condition of the road surfaces
- The issue of "rat running".

The officer reported that the issue of the road surfaces had been passed onto highway maintenance engineers and a traffic survey regarding the "rat running" would soon be completed. The officer also explained that a significant cause of the low quality road surfaces was that the underlying road structures were in a state of disrepair, resulting in any tarmac placed above it disintegrating quickly.

During the discussion on this item, members raised a number of issues which included:

- a suggestion that the Safer Neighbourhood team could be asked to set up a speed compliance check;
- a suggestion that placing a flashing light sign displaying driver's speed could have a positive effect in reducing car speeds;
- a potential problem with the Safer Neighbourhoods team was that they were usually unavailable late in the evening and at night, when vehicle speeds are generally higher.

A Member of the Panel, in her capacity as Portfolio Holder for Environment and Community Safety replied that:

- the Council faced an estimated £150 million backlog in maintenance;
- the only viable way to invest in the roads would be through a Private Finance Initiative (PFI);

- the current maintenance scheme was seen as the best method to pursue, with reference being made to the expected cuts in public sector financing;
- some damage to roads was due to replacement work when gas pipes and other utilities were laid;
- the current formula used to select areas of road for resurfacing considered aspects such as the levels of footfall whereas previously a rigid engineering approach had been adopted;
- there had been discussion with the Planning Department regarding Section 106 funding to provide contributions to offset negative impacts caused by construction and development in Harrow.

Tithe Farm Avenue and Barn Mews

- A member stated that cars parking on corners and the current traffic signal phasing regime had exacerbated the congestion problems on Tithe Farm Avenue;
- in response to the suggestions put forward, an officer stated that he would be willing to conduct a site visit with members, to discuss the scheme further.

Belmont Circle

A Member relayed observations on this issue which included:

- the Car Park behind the shops at Belmont Circle should be kept as it was;
- for other parking, a 2 hour free parking system was suggested;
- a pay and display system should be implemented at the Car Park for the Kenton Community Hall and the end of Kenmore Avenue joining Belmont Circle.

During the discussion on this issue, members of the Panel raised a number of issues which included:

- support for pay and display parking bays outside the shops. However, it was suggested that a concession might have to be given to users of the Kenton Community Hall, due to the number of events that occur there;
- the Belmont Medical Centre was often fully occupied by staff. There were also an insufficient number of disabled parking bays for the medical centre;
- the onus was on the medical centre to supply sufficient disabled parking bays in its car park;
- many parking spaces were currently being used by staff and if a pay and display system were to be introduced, members of the public would at least have the opportunity to find parking;
- it would cost the Council thousands of pounds to introduce a scheme covering the first half hour of free parking and that this was not feasible given the financial constraints faced by the Council.

Blenheim Road, West Harrow

As this issue was linked to the proposed West Harrow Controlled Parking Zone, it was agreed by the panel that the request should follow the ongoing proceedings.

The Broadway, Wealdstone

An officer noted that this issue was going through a consultation stage with residents, which would be reported to the Panel in November 2009.

Rees Drive, Chavalier Close and Partridge Close, Stanmore.

An officer explained to the Panel that the residents had suggested that there were parking difficulties being experienced on event days on Rees Drive.

In response to questions from the Panel, the officer stated that barriers could not be placed on a public highway and that only the Police could close the road with a proper legal order.

During the discussion on this item, members of the Panel raised a number of issues and suggestions which included:

- that a voluntary scheme could be put forward where schools or resident's driveways could be used for cars to park in, as a source of revenue for residents;
- the current policy was to persuade individuals not to try and park in the area;
- parking difficulties were due to the negative effect the influx of cars would have on the road, the issue of insufficient parking space and the potential for disorder issues from individuals that were going to or leaving a Wembley Stadium event;
- any scheme inviting Wembley Stadium event traffic to park in Stanmore could result in traffic congestion in the area;
- the individuals that did park in the area would spend the majority of their money in other areas, such as the event venue.

RESOLVED: That the report be noted.

178. **INFORMATION REPORT - Transport for London Future Funding Arrangements:**
An Officer presented a report on the funding arrangements for Transport for London (TfL) and explained that:

- there was a new formula initiated by TfL, which meant that a more holistic approach was being applied to the allocation of funds;
- Harrow Council was permitted to bid for up to 20% of its allocation as additional funding if other boroughs had not used their full allocation of funds;
- when setting aside the funding allocations for Petts Hill the funding arrangements for 2010/2011 were similar to the allocations of previous years;
- a report would be presented to the Panel on the traffic issues and problems with bus lanes on Petts Hill on the Ealing side of the bridge;
- there was a separate budget and officer for cycling issues in Traffic and Highway Network Management Department;
- the reduced funding for cycling corridors reflected the fact that most of the work had now been completed and that work on Petts Hill had distorted the funding figures by approximately £250,000;
- the Traffic and Highway Network department was currently advertising for an assistant Road Safety Officer.

During the discussion on this item, members of the Panel raised a number of issues which included:

- that the construction of a lay-by on The Ridgeway, North Harrow would help alleviate traffic congestion and improve sight lines, improving road safety;
- when considering designs for new shopping areas, areas for leaving bikes were always considered. An officer also stated that there was a separate budget and officer for cycling issues in the Traffic and Networking Departments racks and areas.

In response to a question an officer stated that they would confirm whether The Heights, Northolt, was a part of any proposed highway improvement scheme.

An adviser to the Panel stated that a significant number of pedestrians in Harrow would benefit from training on road safety, suggesting the possibility of a code of conduct and the production and distribution of road safety literature.

RESOLVED: That the report be noted.

179. **INFORMATION REPORT - Progress Update on Key Traffic and Parking Schemes:**
After explaining that the report presented to the panel contained information on the traffic and parking schemes currently being progressed, an officer responded to questions, stating that:

- the focus of the scheme on Honeypot Lane was on safety issues between Queensbury Circle and Marsh Lane;
- there were plans for a reduced speed limit on the south bound approach to the Queensbury roundabout;
- rather than shorten the bus lane to begin just after the B&Q premises, as suggested by a member, consideration was being given to adjusting the centre line which would then be monitored for its effectiveness;
- officers would report back to the panel on whether there were plans to reduce the internal diameter of the Honeypot Lane/Streatfield Road roundabout;
- the council was required to consider speed limits around schools and therefore 20mph zones were considered near schools where appropriate;
- there would be double yellow lines placed on corners and single yellow lines placed elsewhere, in plans for Kings Road;
- that the LCN+ (London Cycle Network) Harrow was currently approximately 80% completed. £360,000 had been allocated for this year and £180,000 for next year. This would bring the network to approximately 90% completion;
- due to the exceptional amount of work needed to deal with the proposed West Harrow Controlled Parking Zone, the Stakeholders meeting for the Rayners Lane review would be delayed until the autumn 2009;
- responding to questions on the progress of junction improvements near to the Goodwill To All public house, the officer stated that because of planning applications close to the site the traffic data was currently being verified for the modelling of the junction.

Following discussion on the proposals to implement two-way working for buses in Station Road Harrow an officer confirmed that:

- all road users had been considered in relation to the improvements in the area;
- there were plans to place 50mm raised platforms on the road to assist pedestrians crossing the road and make the area a 20mph zone although this was subject to further review.

In response to a question on the proposed 324 bus route, a member stated that the matter was progressing with TfL and that they would report back to the Panel at a later date.

RESOLVED: That the report be noted.

180. **Date of Next Meeting:**

RESOLVED: To note that the date of the next meeting of the Panel would be held on Wednesday 25 November 2009 at 7.30 pm.

(Note: The meeting having commenced at 7.30 pm, closed at 9.50 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman