

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

15 JULY 2010

Chairman:	* Councillor Nizam Ismail	
Councillors:	* Susan Hall * Ajay Maru * Jerry Miles	* Mrs Vina Mithani * John Nickolay * David Perry
Advisers:	† Mr A Blann * Mr E Diamond	* Mr L Gray * Mr A Wood
In attendance: (Councillors)	James Bond	Minute 11

- * Denotes Member present
- † Denotes apologies received

1. Welcome and Introductions

The Chairman welcomed those present to the first meeting of the Traffic and Road Safety Advisory Panel for the Municipal year 2010/11 and introduced the Panel members.

He apologised for the change of date and time of the meeting. He explained that the meeting had originally been scheduled to take place shortly after the Council elections in May 2010, but needed to be re-scheduled because Committee memberships had not yet been decided. When deciding upon an alternative date, room availability and a busy Member Induction Programme, there were limited possible options. The Chairman emphasised that this was an unusual occurrence.

Some Members protested as they believed that they had not been properly consulted about the change of date and earlier start time of the meeting, especially as it clashed with a meeting of Cabinet.

2. Attendance by Reserve Members

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

3. Arrangement of Agenda

The Panel agreed to consider Agenda item 9, Appointment of Advisers, following agenda item 3. This was to allow Advisers to the Panel to take part in the meeting pending formal approval of their appointment by the Portfolio Holder for Environment and Community Safety.

4. Declarations of Interest

RESOLVED: To note that there were no declarations of interests made.

5. Appointment of Vice-Chairman

RESOLVED: To appoint Councillor Jerry Miles as Vice-Chairman of the Traffic and Road Safety Advisory Panel for the 2010/2011 Municipal Year.

6. Minutes

RESOLVED: That the minutes of the meeting held on 10 February 2010 be read and signed as correct record of the meeting, subject to the following amendment:

- An addition to Minute 202 at the end of the final paragraph to read: "An Adviser representing Harrow Public Transport Users' Association offered a vote of thanks to the Chairman."

7. Public Questions

RESOLVED: To note that the following public question was received:

Questioner: Mr Ron Thornton

Question: Is the Panel aware of the difficulties and dangers for both pedestrians and motorists at the junction in North Harrow of Station Road and Pinner Road?

Are they aware of:

- a) the difficulties of crossing the road for pedestrians on three of the four roads at the junction, as only the crossing from the ex-Safeway side to the ex-Portman Building

Society side has pedestrian controlled lights and,

b) the dangers faced by traffic turning right from Station Road (from Wealdstone direction) into Pinner Road (Pinner direction). This is the most dangerous of the permitted right turns as there are three lanes of traffic approaching the lights from the opposing direction, and the traffic in the lane for turning right towards Harrow screens the traffic coming straight on towards Wealdstone.

Answer:

As Chair of the Panel I note your concerns regarding the junction of Pinner Road / Station Road. Your first point is that only one arm of the junction has a green man controlled crossing point and you feel that the other arms should have similar provisions.

I hope that you can appreciate that there are many junctions in Harrow where we would like to provide all round pedestrian facilities but are unable to do so because of the impact on the flow of traffic and level of congestion. From experience we know that providing an all red phase to allow all round green man controlled crossing points can introduce significant delays to vehicular traffic. This Council has a duty to manage the roads to ensure the most efficient movement of all traffic and it is therefore necessary to find a balance between vehicles and pedestrians.

The officers have looked at the junction earlier this year and confirmed that the existing pedestrian controlled crossing facility on the northern arm of the junction, and refuge islands on the other three arms of the junction that allows pedestrians to cross in two halves, do adequately cater for pedestrian demand. Despite this more limited provision of pedestrian facilities this part of the network is congested at peak times and it is clear that any additional delays cannot be accommodated. This is therefore considered to be the best balance between vehicles and pedestrians.

For your information a recent review of the

signal timings was carried out by Transport for London (who own and maintain all traffic signals in London) in July 2009. As a result the signal timings were adjusted to ease congestion and give pedestrians at the junction more time to cross.

With regard to your second point that the right turn from Wealdstone to Pinner is dangerous. The officers have checked the accident data for this junction and there have been no right turn accidents within the last three years. This manoeuvre is therefore not highlighted as a particular problem. In addition the level of injury accidents at the junction is relatively low and it is not considered a priority for a safety improvement in our programmes of work. We are, however, already reviewing the junction in respect of improvements for cyclists and this will include changes to the way in which right turn vehicles wait in the centre of the junction. This arrangement will improve visibility for drivers and make this manoeuvre easier.

Supplemental Question:

Do we have to wait for accidents to happen before anything is done?

Supplemental Answer:

The intention is to improve visibility with new planned road markings; a pedestrian crossing would create more accidents. We will continue to monitor the situation and make necessary improvements.

8. Petitions

The following petitions were presented at the meeting:

1. A representative of Canons Corner Shops presented a petition containing 552 signatures.

The terms of the petition were as follows:

“We, the undersigned, call on the appropriate authorities to provide parking for the shops of Canons Corner, London Road. We believe that these shops would close as a result of the current parking restrictions which are making the use of these stores very difficult.”

An officer stated that traders in this area had been consulted in February 2007 about the possibility of pay and display bays outside

their businesses and in nearby Court Drive. The officer added that during the consultation process, a petition containing nine signatures from seven businesses, and fifty-eight customer signatures protesting against these proposals had been received. The officer stated that there was currently a consultation taking place regarding a number of proposals for parking schemes in the Stanmore area and advised that the consultation would be extended to cover the area of Canons Corner, London Road.

2. A representative of the Pinner Small Business Group presented a petition containing 1,853 signatures.

The terms of the petition were as follows:

“We, the Pinner Road Small Business Group are asking Harrow Council to remove the recently imposed, draconian road restrictions (the double yellow lines) on Pinner Road, specifically in front of all the small businesses, as it only serves to drive trade away, which will in turn put a lot of local small businesses out of business.”

An officer stated that this scheme had been consulted on in 2006 and had been implemented in May 2010. It had been agreed at the Traffic and Road Safety Advisory Panel meeting on 10 February 2010 that this scheme be reviewed at the end of 2010. The officer added that Traffic Orders could not easily be suspended and that there would need to be consultation prior to any decision or amendment being made.

3. Councillor Jerry Miles presented a petition on behalf of residents of Kingsley Road containing 47 signatures.

The terms of the petition were as follows:

“We the undersigned Petitioners and Residents of Kingsley Road Nos.(1-99) and Eastcote Road Nos.(2-64) are being the victims of reckless driving by the other Road users who enter and leave the Roxeth Park. This park is used by many outsiders, who are not the residents of this area. Often, there are many pedestrians i.e. young children, parents and elderly crossing the junction at Kingsley Road and Eastcote Road in order to enter the park or to go to the Weldon Park primary and Middle Schools. There were near misses involving children and elderly at this accident prone junction.”

RESOLVED: That the petitions be received and noted.

9. Deputations

RESOLVED: To note that no deputations were received.

10. References from Council and Other Committees

The Panel received the following references:

- reference from the Cabinet meeting on 11 February 2010 referring to a Petition which requested that traffic measures be implemented in the vicinity of Roxeth First and Middle School;
- reference from the Cabinet meeting on 18 March 2010 referring to a Petition which requested that safety alterations be made to traffic lights at the junction of George V Avenue/Headstone Lane/Pinner Road;
- reference from the Cabinet meeting on 18 March 2010 referring to a Petition which requested that minor alterations be made to double yellow lines in Headstone Lane;
- reference from the Cabinet meeting on 18 March 2010 referring to a Petition which requested the implementation of various traffic measures in the vicinity of Roxeth Hill;
- reference from the Council Meeting held on 8 July 2010 referring to a Petition which requested that the Council consider the appropriateness of issuing parking tickets in Kynaston Wood where parking on the pavement is a long established custom and practice;
- reference from the Council Meeting held on 8 July 2010 referring to a Petition which requested the introduction of free half an hour car parking in Pinner car parks and meter parking areas;
- reference from the Council Meeting held on 8 July 2010 referring to a Petition which requested the implementation of safety measures on Taunton Way.

The Chairman stated that the following petitions would be discussed as part of agenda item 10:

- petition requesting that various traffic measures be implemented in the vicinity of Roxeth First and Middle School;
- petition requesting that safety alterations be made to traffic lights at the junction of George V Avenue/Headstone Lane/Pinner Road;
- petition requesting that minor alterations be made to double yellow lines in Headstone Lane;
- petition requesting the implementation of various traffic measures in the vicinity of Roxeth Hill.

RESOLVED: That

- (1) consideration of the Reference relating to half hour free parking in Pinner car parks and meter parking areas be deferred for a future meeting of the Traffic and Road Safety Advisory Panel, as the recently adopted petition scheme required the 2000+ signature petition to be discussed at the next Council meeting;
- (2) the remaining petitions be received and noted.

RECOMMENDED ITEMS

11. Appointment of Advisers

The Panel considered a report of the Director of Legal and Governance Services on the appointment of non-voting advisers to the Panel for the 2010/11 Municipal year.

With the agreement of the Panel, the Chairman invited the advisers present to participate in the meeting, pending formal approval of their appointment.

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

That the following non-voting advisers be appointed to the Panel for the 2010/11 Municipal Year:

1. Mr Alan Blann, representing the Cyclists Touring Club 'Right to Ride';
2. Mr Eric Diamond, representing the North West London Chamber of Commerce;
3. Mr Len Gray, representing Pedestrians' Interests;
4. Mr Anthony Wood, representing Harrow Public Transport Users' Association.

Reason for Decision: To appoint advisers for the 2010/11 Municipal Year to support the Panel's work.

12. Allocation of Local Transport Fund Schemes (Transport for London Funding) 2010/11

The Panel considered a report of the Corporate Director of Community and Environment detailing potential schemes that could be implemented with the £100,000 local transport fund allocated to the London Borough of Harrow by Transport for London (TfL) in 2010/11.

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

That the following schemes be taken forward, as detailed in the table below:

Scheme	Reason	Cost
Marlborough Hill School, entry treatment	Delivers safer streets and supports school travel plan to encourage pupils to walk to school	£20,000
Stanmore Hill / The Broadway (linking of existing signals)	Preparatory work for a 2011/12 LIP signals scheme which will encourage walking, improve safety and reduce congestion	£30,000
Stafford Road, phase 2 – inset parking bays	Improves support for vulnerable people by improving access to Kingsley Special Needs school Existing commitment to complete the work	£50,000

Reason for Recommendation: To spend the £100,000 allocated by TfL on prioritised local transport schemes within the 2010/11 financial year.

RESOLVED ITEMS

13. INFORMATION REPORT - Petitions relating to (1) Roxeth Hill / Lower Road; (2) George V / Pinner Road; (3) Headstone Lane; (4) Roxeth Hill; (5) Chestnut Avenue, Edgware; (6) High Road, Harrow Weald; (7) Eastcote Lane, South Harrow

The Panel received a report of the Corporate Director of Community and Environment outlining petitions that had been received since the meeting of the Traffic and Road Safety Advisory Panel on 10 February 2010.

Roxeth Hill / Lower Road – request for pedestrian crossing facilities

Further to a Reference being received on this subject from the meeting of Cabinet on 11 February 2010, an officer reported that they had been liaising with TfL over this issue and had looked into the timings of traffic signals and the geometry and layout of this road. He added that demand for crossing this road was relatively low throughout the day, rising during the school run period.

A Member stated that Roxeth School had a 'safe routes to school' scheme and could offer advice to parents. An officer stated that officers were considering the possibility of a School Crossing Control Person being assigned to this road or widening the existing pedestrian island at the signals in Lower Road.

George V Avenue / Pinner Road – request to alter the traffic lights

Further to a Reference being received on this subject from the meeting of Cabinet on 18 March 2010, an officer reported that this junction had been

looked at previously and two independent studies had been carried out to consider the introduction of a pedestrian phase and changes to the existing layout. He added that officers had worked closely with TfL and that because this junction was part of the Strategic Road Network, computer modelling had showed any changes would cause considerable disruption to traffic and pedestrians. This had been reported at the Traffic and Road Safety Advisory Panel in 2007.

The officer stated that a new zebra crossing had been introduced in Pinner Road near to one of the entrances to the school, the speed limit reduced from 40 to 30 miles per hour outside the school in George V Avenue and other improvements introduced, taking into account traffic and pedestrian flows in the area. The measures proposed to the traffic signals would allow pedestrians more time to cross at the junction and had been referred to the Network Assurance Team at TfL for final approval.

The officer added that work on a right turn filter at the junction of George V Avenue and Pinner Road should begin shortly and be completed by September 2010. Progress would be closely monitored and officers would work with Nower Hill School.

A Member who was not a member of the Panel stated that he was pleased to hear of the implementation of a right turn filter. He added that over the years a number of petitions had been submitted to the Council regarding safety at this junction. The Member requested Panel members to recommend the introduction of a pedestrian signal, to work in conjunction with traffic lights. He suggested that a signal would make the crossing safer for both pedestrians and motorists.

A Member of the Panel stated that post code analysis had shown that a large proportion of pupils at Nower Hill school lived in the quadrant between Headstone Lane and George V Avenue and a light-controlled crossing near the main school entrance would improve safety in the area. He added that over the past few years there had only been one accident involving a pedestrian but several involving vehicles.

An officer agreed that changing the red phase of traffic lights would help alleviate the right turn accident problem. A cycling representative who was in attendance was invited by the chair to participate in the meeting. The representative stated that extending double yellow lines on Headstone Lane and changing the advisory cycle lane into a mandatory one would keep costs low and offer a solution.

Traffic officers agreed to look into the viability of these suggestions and report back at the next meeting of Traffic and Road Safety Advisory Panel.

Headstone Lane – request for double yellow lines in side roads

Further to a reference being received on this subject from the meeting of Cabinet on 18 March 2010, an officer stated that double yellow lines had been implemented following Area Reviews and that Headstone Lane was included in the 'Problem Streets Programme', with a view to improving visibility and

access to it. He added that the Traffic Department had to prioritise requests for Area Reviews that they received and that a review of the Headstone Lane area would be carried out in two years' time.

A Member stated that the double yellow lines had been met with approval from residents and especially pedestrians and that he had received letters from residents to this effect. A Member who was not a Member of the Panel stated that he was pleased with the positive feedback and requested Traffic Officers to implement this programme as soon as possible.

Roxeth Hill - request for enforcement of weight and speed limits

Further to a reference being received on this subject from the meeting of Cabinet on 18 March 2010, an officer stated that some speed reducing features had been implemented on Roxeth Hill last year and that the Metropolitan Police had carried out a speed survey in Roxeth Hill in December 2009. The results of the survey were contained in the report.

An Adviser to the Panel suggested installing enforcement cameras at the bottom of Roxeth Hill. This suggestion was supported by a Member of the Panel, who added that in his opinion, Heavy Goods Vehicles rarely paid attention to weight limits as the drivers of these vehicles were aware that 7.5 tonne lorry bans were difficult to enforce.

Following a question about the installation of enforcement cameras in this area, an officer stated that it was unlikely that the Department for Transport would authorise the use of Automatic Number Plate Recognition cameras in such cases.

Chestnut Avenue, Edgware - request to remove the controlled parking zone

An officer stated that both an initial consultation and a statutory consultation had been carried out regarding the implementation of a Controlled Parking Zone (CPZ) on Chestnut Avenue and that the Traffic Department would not recommend its removal. This street was not included in the Annual Review.

High Road, Harrow Weald – request for parking and loading facilities

An officer stated that it had been agreed that the parking restrictions on High Road be relaxed until 7.00 pm on weekdays. However, as this street formed part of the Strategic Road Network, TfL had needed to be consulted before any decision was taken. He added that officers had reviewed accident data relating to the Junction of Whitefriars Drive and an island would be put in, with two further islands planned along the High Road. However, these works had been delayed due to utilities works and would begin in early August. He added that businesses in this location would be sent a leaflet explaining the reasons behind the delay.

Eastcote Lane South Harrow- Request to introduce a CPZ

An officer stated that he had met with residents of Eastcote Lane to discuss this matter and further discussion on this item would be deferred until the next

meeting of the Traffic and Road Safety Advisory Panel when a report on the proposed extension of the South Harrow CPZ was programmed

RESOLVED: That

- (1) consideration of the petition relating to Eastcote Lane South Harrow be deferred until the next meeting of Traffic and Road Safety Advisory Panel;
- (2) the remaining petitions be noted.

14. INFORMATION REPORT - Capital Programme Update Traffic and Parking Schemes

Speaking on behalf of Pinner Road Traders, an Adviser to the Panel stated that the CPZ in Pinner Road had adversely affected the best business area in Harrow. He added that the Pinner Road traders may decide to lodge a formal complaint against the Council under the Insolvency Act, particularly since some of these traders could not afford to wait until December 2010 for the results of the Review. The adviser urged the Portfolio Holder for Environment and Community Safety and Harrow Council to take emergency measures to rectify this situation as over 40 businesses were currently under threat. He added that an area of forecourt outside these shops was owned by these businesses, and they would be willing to negotiate with the Council about the possibility of selling it to the Council.

A Member of the Panel agreed with the adviser on the possible use of the private forecourts stating that a consultation had been carried out some years ago but rejected by owners. He advised that following an inspection the use of rear service roads in the vicinity of Pinner Road shops for parking was not possible as many businesses had extended their premises. He urged the Panel to consider recommending the implementation of parking bays, similar to those in Alexander Avenue and Rayners Lane

Following a question from a Member, an officer stated that consultations were carried out with all relevant stakeholders through the medium of letters, flyers, newspapers and the internet.

RESOLVED: That the report be noted.

15. Any Other Urgent Business

CCTV at the Junction adjacent to the Goodwill to All Public House

In accordance with the Local Government (Access to Information) Act 1985, the following question was allowed late to the agenda to provide clarification about whether a CCTV camera at the Junction adjacent to the Goodwill to All Public House were being used for traffic management purposes.

Referring to the CCTV camera at the Junction adjacent to the Goodwill to All Public House, a member of the Panel stated that he understood these were intended to be used for public safety rather than parking enforcement. A

resident had informed him that the camera was being used to issue parking tickets and fines, which was having a negative impact on trade in the area. Officers agreed to look into this and report back to the member direct.

Parking Bays in Headstone Drive

In accordance with the Local Government (Access to Information) Act 1985, the following question was allowed late to the agenda to provide clarification about the implementation of parking bays in the vicinity of Headstone Drive.

Following a question from a Member of the Panel, an officer stated that he had had a meeting with local traders in January 2010 to look at on-street parking facilities in Headstone Drive. This was pending a full review of the junction following any possible re-development of the Kodak site. The implementation of parking on the south west corner would require relocating the bus stop, the cost and practicality of which would be prohibitive. He added that the Traffic Department was considering the provision of on-street parking bays on the north east side of the junction and were liaising with TfL to assess any possible impact on traffic and buses. He added that statutory undertakers were currently conducting work in the area that had consequently delayed onsite trials to ascertain any impact of the proposed parking provision.

Canons Corner Shops

In accordance with the Local Government (Access to Information) Act 1985, the following question was allowed late to the agenda to confirm whether the provision of parking facilities in area of Canons Corner would be reported at the next meeting of the Traffic and Road Safety Advisory Panel.

Following a question from an Adviser to the Panel regarding parking in the area of Canons Corner, an officer stated that prior to the Area Review in 2008, there had been a consultation in 2007. He added that this area would be included in the Review and both residents and traders would be consulted. The results would be reported to the next meeting of the Traffic and Road Safety Advisory Panel.

TfL Cycle Parking Budget

In accordance with the Local Government (Access to Information) Act 1985, the following question was allowed late to the agenda to clarify if TfL funding included funding for cycle parking.

Following a question from a cycling representative to the Panel about whether, as in previous years, a cycle parking budget would be available for 2010/11, an officer replied that in the past TfL had provided a separate cycle parking budget, but that their funding method had changed and funding for cycle parking was now included in the 'Corridors and Neighbourhoods' budget.

RESOLVED: That the responses to the questions be noted.

16. Date of Next Meeting

RESOLVED: To note that the next meeting of the Panel would be held on Thursday 16 September 2010 at 7.30 pm.

(Note: The meeting, having commenced at 6.03 pm, closed at 7.55 pm).

(Signed) COUNCILLOR NIZAM ISMAIL
Chairman