

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

24 NOVEMBER 2010

Chairman:	* Councillor Nizam Ismail	
Councillors:	* Susan Hall	* Mrs Vina Mithani
	* Ajay Maru	* John Nickolay
	* Jerry Miles	* David Perry
Advisers:	* Mr A Blann	* Mr L Gray
	† Mr E Diamond	* Mr A Wood
In attendance: (Councillors)	Mrs Lurline Champagnie, OBE	Minute 38, 39

- * Denotes Member present
- † Denotes apologies received

32. Welcome

The Chairman welcomed Mr Derek Lawrence, who was a member of the Standards Committee, and would be observing the meeting.

33. Attendance by Reserve Members

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

34. Declarations of Interest

RESOLVED: To note that the following interest was declared:

Agenda Items 7 & 8: References from Council and Other Committees; Petitions Relating to (1) Antoneys Close (2) Whistler Gardens (3) Marsh Lane Pinner Green

Councillor Lurline Champagnie, OBE, declared a personal interest in that she was a Ward Councillor for Pinner ward. She would remain in the room to listen to the discussion and backbench on these items.

35. Public Questions

RESOLVED: To note that no public questions were received at this meeting.

36. Minutes

RESOLVED: That the minutes of the meeting held on 16 September 2010 be taken as read and signed as a correct record, subject to the following amendments:

Minute 25: Rayners Lane Controlled Parking zone Review – Proposed Extension Consultation Results

- that paragraph 4 on page 11 be deleted;
- that in paragraph 5 on page 11, 'Kings Avenue' be changed to 'Kings Road'.

37. Petitions

A representative of residents and businesses in North Harrow presented a petition containing 560 signatures. The terms of the petition were as follows:

'We the undersigned urgently request that Harrow Council improve the pedestrian crossing facilities at the North Harrow Traffic Lights and also take measures to improve safety for motorists turning right from Station Road (Wealdstone arm) into Pinner Road (Pinner arm) by:

- 1) providing extra controlled pedestrian crossing facilities in addition to that which exists on one arm of the junction.
- 2) taking measures to make an accident, between a) traffic coming from the Wealdstone direction and turning right towards Pinner and b) traffic coming from the Rayners Lane direction and travelling straight across the junction less likely, by a suitable phasing of the lights. This would also have the merit of reducing the incentive for drivers to rat-run along Southfield Park.'

RESOLVED: That the petition be received and noted.

38. Deputations

RESOLVED: To note that no deputations were received at this meeting.

39. References from Council and Other Committees/Panels

The Panel received the following references:

- (a) Petition requesting restrictions on the size and weight of lorries on Streatfield Road, Queensbury. (Reference from Cabinet meeting held on 28 October 2010).
- (b) Petition requesting that the traffic junction at Pinner Green lights be made safe. (Reference from Council meeting held on 4 November 2010).

Referring to the Streatfield Road petition, a Member stated that the No Right-Turn (NRT) from Kenton Road into Kenton Lane had been in place for four years, which may have led the drivers of Heavy Goods Vehicles to access Streatfield Road via Honeypot Lane. Officers confirmed that there was currently a 7.5T weight limit except for access on Streatfield Road and that the NRT had been implemented by Brent Council six years ago to address congestion on the main road network, which all local authorities had a responsibility to ease. Removal of the NRT would not necessarily ease congestion, and this issue would require further careful consideration.

A Member pointed out that Brent Council was responsible for these streets and not Transport for London. Another Member confirmed that he had recently met and discussed this issue with officers at Brent Council and further discussions were planned.

A Member, who was not a Member of the Panel, stated that the junction at Pinner Green lights had become more dangerous and several serious accidents taken place there, the most recent involving the calling out of an air ambulance. She added that this road also served as a bus route and there was often congestion at the traffic lights when turning into Uxbridge Road. The Member requested the introduction of arrows in the road and a review of the phasing of the traffic lights, which would guide motorists and make driving safer. Officers undertook to investigate the feasibility of the suggestions from the Member.

An adviser to the Panel stated that some of the delays were caused by traffic turning right from Pinner Hill Road and asked if a right-turn ban would help alleviate this. He added that the roads in question were relatively narrow and there was no scope to be widened. Another Member suggested that the signal controlled junction could provide pedestrian crossing facilities in place of those requested on Uxbridge Road near Antoneys Close.

RESOLVED: That

- (1) officers investigate the feasibility of implementing arrows in the road and reviewing the phasing of the traffic lights at Pinner Green lights;
- (2) the references be received and noted.

RECOMMENDED ITEMS

40. Petitions Relating to (1) Antoneys Close (2) Whistler Gardens (3) Marsh Lane

The Panel received a report of the Corporate Director Community and Environment setting out details of the petitions received since the last meeting of the Panel, including consultations and investigations, where these had been undertaken.

Antoneys Close – request for pedestrian crossing facilities

An officer stated that this petition had requested a safe crossing on Uxbridge Road between Antoneys Close and Montesole Playing Field. This site had been included in the list of sites for investigation and traffic surveys had been commissioned. Accident data showed there had been no pedestrian-related incidents in the last 36 months. The low numbers of pedestrians recorded crossing Uxbridge Road in this locality and the existence of a refuse island in close proximity meant that the site had not meet the criteria for a formal and therefore officers did not recommend any scheme should proceed.

Whistler Gardens – objection to road humps as part of Stag Lane 20 mph zone scheme

An officer stated that the above petition requesting that the proposed introduction of road humps on Whistler Gardens, as part of the Stag Lane 20 mph zone, be omitted from the scheme. He added that the objections had been overruled by the Portfolio Holder for Environment and Community Safety. However, amendments to the design of the proposed road humps in Whistler Gardens to convert them into speed cushions, because these were shorter and less obtrusive, had been agreed.

A Member stated that ‘sleeping policemen’ were not popular with drivers of buses or emergency service vehicles as they were difficult to negotiate, caused more pollution, because vehicles negotiated them at a low gear, and that statistics showed that majority of road accidents were not attributable to the speed of vehicles. He added that in this case, speed cushions would have been more acceptable and that Harrow should be converting all its speed bumps to speed cushions, for the reasons stated.

An adviser to the Panel agreed and stated that personal experience had shown that ambulance drivers take longer routes to hospital to avoid roads with speed bumps.

Marsh Lane, Stanmore – request for controlled parking in street

Officers tabled a report of the Corporate Director Community and Environment setting out their response to a late petition from residents of Marsh Lane, Stanmore. The petition requested that the Stanmore CPZ be extended to include their street. An officer explained that Marsh Lane had originally been omitted from the Stanmore CPZ because there had been no

clear majority support for the scheme from residents following a consultation in 2008/09.

An officer explained that residents of Marsh Lane had been re-consulted following receipt of the petition. The consultation had closed on 15 November 2010. The results of the consultation were only available after this date, which was the reason for the late submission of the report.

The recent consultation showed strong majority support for including the properties in the extension to the CPZ.

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

That in respect of Marsh Lane, Stanmore:

- proposals shown on the Plan at Appendix B to the report, between 96-136 Marsh Lane Stanmore go forward to statutory consultation;
- residential properties between 96 and 136 be eligible to obtain resident and visitor permits, subject to the normal criteria;
- the Service Manager, Traffic and Highway Network Management, be authorised to make any necessary minor adjustments to the scheme and be authorised to take all necessary steps to implement the scheme detailed in resolutions 1 and 2 above, subject to any formal objections being considered by the Service Manager - Traffic and Highway Network Management in consultation with the Portfolio Holder for Environment and Community Safety.

Reason for Decision: To control parking in the vicinity of 96-136 Marsh Lane, Stanmore.

RESOLVED: That the petitions relating to Whistler Gardens and Antoneys Close be noted.

41. Canons Corner, Stanmore - Proposals for Parking Controls

The Panel received a report of the Corporate Director Community and Environment outlining proposals for parking controls at Canons Corner, Stanmore. An officer reported that residents and businesses had been consulted and the results set out in the supplemental agenda. The report recommended that the scheme proceed to statutory consultation.

A Member stated that she welcomed this proposal as commuters often parked at Canons Corner due to its proximity to Stanmore station and this measure, once implemented, would help both traders and shoppers. Another Member concurred with this view on the proviso that the guard rail outside the shops was removed.

An adviser to the Panel stated that pedestrians needed to be better educated and there were many cycle tracks in the borough, which were open to abuse, and clear delineation between footpaths and cycle paths would improve safety.

A Member of the Panel thanked the advisers to the Panel for their input to helping resolve this issue.

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

- (1) the proposals shown on the Plan, Appendix A to the report, go forward to statutory consultation;
- (2) short term pay and display parking bays with operational hours of 8.00 am to 6.30 pm Monday to Sunday inclusive with maximum stay of 2 hours with no return within 2 hours be provided in the inset parking bays at London Road Canons Corner outside the shops as shown in Appendix A to the report;
- (3) short term shared pay and display parking bays with operational hours of 8.00 am to 6.30 pm Monday to Sunday inclusive with maximum stay of 2 hours with no return within 2 hours be provided in Court Drive as shown in Appendix A to the report;
- (4) charges for the pay and display bays listed at resolutions (2) and (3) above be 20 pence per half hour, or part half hour;
- (5) loading restrictions 8am to 6.30pm Monday to Saturday and 10.00 am to 6.00 pm Sunday be introduced in Court Drive, London Road and London Road (South Side) Service Road as shown in Appendix A to the report;
- (6) single yellow lines on the west side of Court Drive adjacent to No 1 London Road be converted to double yellow lines as shown in Appendix A to the report;
- (7) single yellow lines on east side Court Drive adjacent to rear service road to Canons Corner Shops be converted to double yellow lines with loading restrictions 8.00 am to 6.30 pm Monday to Saturday and 10.00 am to 6.00 pm Sunday;
- (8) the residential properties above 1-9 Canons Corner be eligible to obtain resident and visitor permits, subject to the normal criteria;
- (9) the Service Manager, Traffic and Highway Network Management, be authorised to make any necessary minor adjustments to the scheme and take all necessary steps to implement the scheme detailed at resolutions 1-7 above, subject to any formal objections being considered by the Service Manager, Traffic and Highway Network Management, in consultation with the Portfolio Holder for Environment and Community Safety.

Reason for Decision: To control parking in the vicinity of businesses and residential properties around Canons Corner premises.

RESOLVED ITEMS

42. Information Report: Pinner Road, Harrow - Parking Enforcement

The Panel received a report of the Corporate Director Community and Environment outlining parking enforcement in the vicinity of Pinner Road as requested by the Panel at their previous meeting.

A Member stated that he had received numerous letters from residents about the frequency of Penalty Charge Notices (PCNs) being issued to cars parked on the Pinner Road over the last year.

An officer reported that the frequency of parking enforcement was set out in the Local Implementation Plan. He added that the actual times and dates that enforcement had taken place on Pinner Road was not recorded. However, records showed that 138 PCNs had been issued between 1 May and 20 October 2010. He added that enforcement staff would keep the level of enforcement in the area under close review.

RESOLVED: That the report be noted.

43. Information Report: Parking permits available for staff at Bacon Lane Surgery

The Panel received a report of the Corporate Director Community and Environment regarding parking permits available to staff at Bacon Lane Surgery, Burnt Oak, as requested by the Panel at their previous meeting. An officer reported that the Surgery were eligible to purchase a maximum of 2 permits at a cost of £300 per year to allow them to park in a permit bay or pay and display space. He added that applications would only be considered from the Surgery and not from employees. These permits were only available for operational purposes and were not available for staff that commuted to the Surgery.

He added that all non-residential organisations were encouraged to have a travel plan and staff at the Surgery may need to consider all alternative travel options.

RESOLVED: That the report be noted.

44. Information Report: Local Implementation Plan 2

The Panel received a report of the Corporate Director Community and Environment regarding the draft Local Implementation Transport Plan (LIP2). An officer stated that the current plan would end in March 2011 and that the second plan's implementation programme would span the next three years from 2011/12 to 2013/14. The LIP2 set out how Harrow would implement the

Mayor of London's Transport Strategy (MTS) and achieve other local transport goals. A report seeking approval to commence consultation on the draft LIP2 would be presented to Cabinet on 15 December 2010.

The officer added that the three main features of the LIP2 report were the key transport policies for Harrow, a detailed programme of investment and a range of performance monitoring targets. The draft policy would be forwarded to Transport for London (TfL) in December and then progress to stakeholder consultation until the end of February 2011. It was likely that input from TfL and the results of the consultation exercise would lead to further revisions of the plan. The final plan would be submitted to Council in March/April 2011.

Following questions from an adviser to the Panel, an officer stated that TfL would be seeking to ensure that local authorities were compliant with the MTS and would not be seeking to amend local priorities unless they accord with the MTS.

A Member stated that the LIP was vital to the borough and she requested that, for the purposes of consultation, the draft plan should not be summarised to make it an easy read, and would be a full and detailed report.

Following a question from a Member, an officer explained that the funding allocation for Bus Stop accessibility improvement for 2012/13 had been marked '0' in the programme of investment, as a number of schemes were already in place, although the programme had recently been revised as a consequence of the Government's Spending Review.

A Member stated that road safety education for residents had improved in recent years and that Harrow had a very low rate of road accidents. He suggested including a regular feature in Harrow People about road safety, and pedestrian safety. Following a request from the Chairman, an officer undertook to investigate if the Police and Safer Neighbourhood Teams were involved in giving talks about pedestrian safety and road safety to pupils at Harrow schools. The officer added that there was funding available for road safety education under the LIP2, and officers would be taking this forward following discussions with the Portfolio Holder for Environment and Community Safety.

Another officer stated that TfL's figures indicated a modal shift of 1% in Harrow and that the target was to improve this to 1.5%, adding that TfL had changed the way in which cycling schemes were funded, which was now incorporated within the 'Corridors and Neighbourhoods' programme. This approach was more holistic and included all schemes, including cycling ones and officers were looking at joint initiatives with cycling organisations.

It was agreed that in the LIP2 draft policies (appendix C), paragraph J11 was a repeat of paragraph J1, and would therefore be deleted.

RESOLVED: That

- (1) officers provide information on whether the Police and Safer Neighbourhood Teams gave talks about pedestrian and road safety to pupils at Harrow schools;
- (2) the report be noted.

45. Information Report: Capital Programme Update - Traffic and Parking Schemes

An officer presented a report of the Corporate Director Community and Environment regarding the progress and delivery of the 2010/11 Capital Programme of transport schemes and initiatives. The report also provided an update on specific issues under investigation where these could result in initiatives suitable for inclusion in future programmes.

Following questions from Members of the Panel, an officer reported that Long Elmes in Harrow Weald and the High Road/Long Elmes junction improvement scheme design had been revised and the officer undertook to send a copy of the revised sketch of the site to the adviser for information.

Another officer stated that due to the disproportionate number of road accidents in the borough involving Motorcyclists they had been targeted in a safety campaign, the focus of which had been safety, rather than enforcement. The campaign had emphasised the importance of wearing protective gear to motorcyclists.

An officer stated that Lowlands Road had been chosen for a 'Safe Zone' trial because of the relatively high number of accidents there and to seek 'type approval' of the equipment by the Home Office.

A Member of the Panel stated that all 3 ward Councillors from Rayners Lane had gathered on the previous Saturday to observe traffic flow around the bus stop outside Rayners Lane tube station. He stated that during this time they had noted the following:

- there was a pinch point between the bus stop and legally parked cars on the opposite side of the road, which caused traffic to back up over the bridge. Photographs would be shared with Traffic officers;
- buses were hesitating at the bus stop build-out and suggested that reducing the size of the build-out would help ease congestion in the area.

An officer stated that traffic congestion in this area had been worse prior to the build-out being introduced; however, the build-out could be pushed back by half a metre. An officer undertook to investigate the feasibility of reducing the size of the build-out but stated that it would not be completed from the current budget, but would be included in the 2011/12 work programme.

The same Member of the Panel drew attention to the unanimous request by the Rayners Lane Ward Councillors for double yellow lines around the corner of Capthorne Avenue with Kings Road to be extended northwards opposite the northbound bus stop to deal with visibility problems at that junction and traffic congestion.

Following questions from members of the Panel about the Mollison Way Area Based Scheme, an officer reported that these were funded differently from the general LIP programmes and that TfL would continue this method of funding for the foreseeable future. An adviser to the Panel stated that he had recently attended an initial stakeholders meeting and the outline plans were developed with the support of the local community and stakeholders

RESOLVED: That

- (1) officers forward a copy of the revised sketch of the site to the relevant adviser;
- (2) the consideration be given to the build-out at the bus stop outside Rayners Lane station be reduced by half a metre;
- (3) the report be noted.

46. Any Other Urgent Business

In response to a query raised at the last meeting, an officer reported that the annual total revenue for off-street parking was between £1.2-1.3 million and the figure for on-street parking was the same. He added that 44% of this amount was derived from parking charges for the first half hour.

(Note: The meeting, having commenced at 7.30 pm, closed at 8.55 pm).

(Signed) COUNCILLOR NIZAM ISMAIL
Chairman