



**Report for: TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting: 12 July 2022

Subject: **INFORMATION REPORT - PETITIONS**

1. Lucas Avenue – Request for traffic calming
2. Rayners Lane – Request removal of speed table
3. Ranmoor Gardens – Objection to school street
4. Camrose Avenue - Safety issues
5. Pinner Road /Station Road – Make junction safer
6. Cherry Tree Way – Objection to double yellow lines
7. St Brides Avenue – Safety issues
8. Culverlands Close – Objection to double yellow lines
9. Pangbourne Drive – Dalkeith Grove – Request for formal crossing
10. Veldene Way – Request for double yellow lines
11. Porlock Avenue – Request for improved road safety measures
12. Leeway Close – Request for new CPZ
13. Merlin Crescent – Request to address parking issues
14. Kings Road/Drake Road junction – Request to remove speed table
15. Kings Road/Ravenswood Crescent – Request to remove speed table
16. Methuen Road – Request to review timing and duration of existing zone (O)
17. The Heights – Request for improved road safety measures to address speeding concerns
18. Merlin Crescent – Request for road safety measures and pedestrian crossing
19. Borrowdale Avenue and Grasmere Gardens – Request to address speeding concerns
20. West Towers, Pinner – Request to address parking concerns
21. Brookshill – request for road safety measures (Hujjat Primary School)

Responsible Officer: Dipti Patel – Corporate Director, Place

Portfolio Holder: Anjana Patel – Portfolio Holder for Environment and Community Safety

Exempt: No

Wards affected: Canons, Centenary, Edgware, Hatch End, Harrow on the Hill, Harrow Weald, Headstone, Marlborough, North Harrow, Pinner South, Rayners Lane, Roxbourne, Roxeth, Stanmore, Wealdstone South, West Harrow

Section 1 – Summary and Recommendations

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council’s investigations and findings where these have been undertaken.

Recommendations:

For the report to be noted.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken.
- 2.2 No updates on the progress made with previous petitions will be reported because officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any further updates.

Petition 1 – Lucas Avenue, Rayners Lane – Request for Traffic Calming

- 2.3 A petition containing 31 signatures was received in October 2021. The petition states:

“Due to many cars, white vans, racing up and down Lucas Avenue, many of us who have kids feel it is not safe to be able to ride their bicycles or scooters or walk safely on Lucas Avenue.

We the undersigned residents urge Council to install road humps plus change the 30-mph sign to 20 mph.”

- 2.4 The problems highlighted in the petition are unfortunately common at a number of locations throughout the borough. As a result, the Traffic Team receives a considerable number of requests for measures to address these local concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.

- 2.5 The assessment criteria consider factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g., schools, parks) and whether the street is on the cycle network.

- 2.6 An initial assessment of the personal injury accidents has revealed that no Killed or Seriously Injured (KSI) accidents have been reported by the Police within the last three years. The criteria are heavily weighted towards reducing KSI accidents therefore unfortunately this request would not meet the Council’s criteria for intervention.

- 2.7 The Police are responsible for enforcing speed limits on the public highway and we have been advised previously by the Traffic Police that localised speeding issues should be referred to the Police Safer Neighbourhood team for their attention. The Police operate a speed enforcement initiative called Community Roadwatch which involves residents and Police working together to target speeding drivers. Details can be found on the following link:

<https://www.met.police.uk/notices/met/community-roadwatch/>

Petition 2 – Rayners Lane near Fairview Crescent, Rayners Lane – Request to remove speed table and replace with alternative measures.

- 2.8 A petition containing 31 signatures addressed to Gareth Thomas MP was sent to the Council in October 2021. The petition states:

“We the undersigned want Harrow Council to remove the speed table at the junction of Rayners Lane and Fairview Crescent and replace it with an alternative less disrupted traffic calming measure”

- 2.9 The speed table referred to was installed in 2019 as part of a 20-mph zone in the Rayners Lane / Clitheroe Road area and was funded by Transport for London through the Council's Transport Local Implementation Plan (LIP).
- 2.10 The speed table forms part of a 20-mph zone scheme designed to make the road safer by reducing vehicle speeds. The rationale for the introduction of the speed table was to create a safer environment to encourage more walking and cycling particularly because of its proximity to local amenities.
- 2.11 The speed limit along this stretch of the road was reduced to 20 mph and the speed table introduced to enable the zone to be self-enforcing. Since the introduction of the speed table traffic surveys have indicated that vehicle speeds have reduced, and accident levels are very low.
- 2.12 This matter has been raised previously by residents and a full and detailed investigation was carried out previously by officers through the Council's complaints procedure. Modifications to the ramps of the speed table were carried out prior to the investigation to address some of the concerns raised.
- 2.13 The investigation concluded that the wider road safety benefits to the local community were important and had been subject to extensive public and statutory consultation prior to implementation and therefore there was community support for the measures, so there was no substantive case to remove the speed table.
- 2.14 The occurrence of airborne vibration caused by the passage of traffic is a known problem with road humps but the actions of the Transportation Team to alleviate the severity of the problem is a proportionate and reasonable response to residents' concerns.
- 2.15 The matter was also referred to the Ombudsman who ruled that the Council had acted appropriately and consequently they did not intend to investigate the matter further.
- 2.16 In addition, a meeting was held in May 2021 attended by local residents, Gareth Thomas MP, and the Deputy Manager of the Transportation Team to discuss residents' concerns.
- 2.17 It was pointed out that the opportunities to review existing traffic calming is limited because there are no funds allocated to undertake traffic calming reviews or carry out any statutory consultations or changes as a result.
- 2.18 For information, The Traffic and Road Safety Advisory Panel in November 2008 agreed a protocol for considering requests for changes to traffic calming features as follows:

- 2.19 Where consideration is to be given to removing or modifying existing traffic calming measures, then the implications and consequences must be considered very carefully, including:
- the potential legal/liability implications of removing measures that were put in as accident reduction measures (as in the case of the Kingsfield Avenue area have been demonstrably successful)
 - the need to re-consult residents and emergency services, including the cost and the timescales involved.
 - the effect on the highway maintenance budget and programme. (N.B. removal of traffic calming in only part of a street would result in not complying with current legislation)
 - the cost of modifying existing measures or replacing them with some other form of traffic calming.
 - the view of Transport for London or developers in relation to schemes funded by them.
- 2.20 These are not necessarily in any priority order, nor exhaustive. It was suggested, however, that the accident reduction implications are the most significant issue and great caution needs to be exercised to avoid the potential for road casualties to increase. Apart from the human and economic costs associated with personal injuries, it is necessary to be conscious of Harrow's successful and consistent record in reducing casualties. It is important to be careful to not adversely affect accident reduction targets set by the Mayor for London and nationally which Councils are obliged to meet.
- 2.21 We continue to receive requests for traffic calming, whereas the request for removal of road humps is extremely small. Similarly, we get an increasing number of complaints about vehicle speeds and request for measures to deal with these through some form of traffic calming measures.

Petition 3 – Ranmoor Gardens, Marlborough – objection to School Streets Scheme

- 2.22 A petition containing 44 signatures was received in October 2021 from residents in the Marlborough ward. The petition states:

“We the residents of Marlborough ward, the undersigned, are opposed to school streets scheme and double yellow lines in adjacent roads near Marlborough Primary School. We call on Harrow Council to:

- 1. Get rid of the school streets scheme and double yellow lines from the relevant roads.*
- 2. To fully consult with local residents on any future proposals on these two aspects.*

We the residents adjacent to Marlborough Primary School do not need School streets scheme and double yellow lines.”

- 2.23 The Marlborough School Streets Scheme was discussed at a special meeting of this Panel in December 2021. Cabinet decided on 24th January 2022 that the school street markings outside Marlborough Primary School should be made permanent.
- 2.24 There are no plans to remove the double yellow lines in any of the surrounding streets which are deemed necessary to maintain access and clear visibility.

Petition 4 – Camrose Avenue, Edgware and Centenary – Safety Issues

- 2.25 A petition containing 88 signatures was received in December 2021 from residents in the Camrose Avenue area near the junction with the A5. The petition states:

“We the undersigned are concerned about congestion and speeding on Camrose Avenue, speeding has reached breaking point. Parking for residents has become a significant issue, especially due to commuters parking and business parking their customers cars, big vans and low loaders. Parents of children at the local school park indiscriminately blocking driveways and becoming abusive to residents. The problem of speeding has become very dangerous and has quite often resulted in accidents. It is not appropriate nor safe for these vehicles to be driven at high speeds on this road. We request Harrow Council to address this issue and take appropriate action to relieve the residents from this misery. We are also concerned about the high risk of accidents whilst crossing Camrose Avenue at the junction with Edgware Road, as there are no filtered lights to allow crossing of Camrose Avenue. It is extremely difficult to cross this area and request that the council liaise with Barnet Council to make this crossing safer for pedestrians”

- 2.26 The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.
- 2.27 The road safety programme is developed to target sites which satisfy this criterion and killed and seriously injured accidents (KSI's) in line with the Mayor for London's Road Safety Plan. The programme is developed on a yearly basis and is funded entirely by Transport for London (TfL).
- 2.28 The Council has examined the most up to date KSI injury accident data for the whole length of Camrose Avenue. The data revealed that there have been two serious accidents within the last three years.
- 2.29 If residents are concerned about speeding traffic, they may wish to contact the local Police Safer Neighbourhood team as the Police is responsible for enforcing speed limits on the public highway and may be

able to advise them of any initiatives they may have planned in the area. The Police do operate a speed enforcement initiative called Community Road this involves residents and Police working together to target speeding drivers.

- 2.30 Harrow Council have forwarded the concerns raised to Barnet Council who are the authority responsible for maintaining and ensuring the safe movement of all road users along the A5. Barnet council advise a junction improvement scheme is within their current Local Implementation Plan programme. However, due to severely limited TfL funding to all London councils, this scheme has not been able to progress but remains a relatively high priority.

Petition 5 – Pinner Road /Station Road, North Harrow, and Headstone – make the junction safer

- 2.31 An online petition was started by a local resident in North Harrow and presented to Cabinet in December 2021. The petition contained 291 signatures at the time of writing this report. The petition states:

“During a recent council consultation in North Harrow, a number of residents and businesses highlighted the danger of the crossing at the junction of Pinner Road and Station Road. There is only one button controlled, or puffin, crossing, the others are incredibly difficult to negotiate on foot or on bicycle and very sadly there was a cyclist fatality at the junction at the end of August 2021.

We appeal to Harrow Council to urgently assess the junction and modify the layout to make the crossing safe”.

- 2.32 The Council has allocated some of its extremely limited TfL Local Implementation Plan funding and allocated its High Streets funding for North Harrow to addressing this junction as a priority. It has commissioned a feasibility study with a specialist consultant to explore pedestrian crossing improvements and address pedestrian/cycle safety. The Council and its consultants are in discussion with TfL traffic signal section regarding diverse options being considered.
- 2.33 Any changes need to maintain the existing turning movements at the junction and reflect that the junction is operating close to capacity. The selected option will need TfL to validate the modelling prior to approval by TfL who own and operate all traffic signals in London. The upgrade of the signals will then enter the TfL signals programme whilst public consultation is undertaken.
- 2.34 These proposals also include a dedicated pedestrian crossing phase on three arms and there will also be facilities for cyclists northbound to pass

safely through the junction and re-join the off-road cycle lane on Pinner Road / Station Road.

- 2.35 Harrow Council has secured funding to progress the design work which is currently ongoing.

Petition 6 - Cherry Tree Way, Stanmore – Objection to double yellow lines

- 2.36 An online petition was submitted by the Rector of St John's Church in Stanmore containing 90 signatures in December 2021. The petition states:

“The introduction of double yellow lines is going to cause problems which will be to the detriment of community groups many of whom are providing services which local authorities are no longer able to provide.”

- 2.37 All responses / objections received during the statutory consultation process were collated and will be reported back to the Portfolio Holder for Environment for consideration.

Petition 7 – St Brides Avenue, Edgware – Safety issues

- 2.38 A petition containing 47 signatures was received in December 2021 from residents in the St Brides Avenue area. The petition states:

“We the duly undersigned:

- *Have been advised by the Police that the mini roundabout at the junction of St Brides Avenue and Merlin Crescent is being ignored by drivers and is consequently a danger.*
- *We request Harrow Council to replace it preferably by the original triangular island which acted as a pedestrian crossing and return the road to its original dimensions.*
- *We also request the addition of 20 mph reminders on the road and clear signage warning of the junction.”*

- 2.39 Officers from the Transportation Team met with residents of St Brides Avenue in June 2021. It was noted that the mini roundabout in question is fully compliant with highway design standards, and it was explained that there was no justification to alter the existing layout which was introduced in 2015 to deal with congestion issues and to improve road safety.

- 2.40 St Brides Avenue is located within a 20mph zone and observations at the meeting confirmed that speeds were low, thereby making it safer for pedestrians to cross the road

- 2.41 It should also be noted that the highway code states that all vehicles must pass round the central markings of a mini roundabout except large vehicles which are physically incapable of doing so. Issues of speeding or noncompliance with traffic regulations such as describe in the petition are

normally referred to the Safer Neighbourhood teams within the Metropolitan Police for their attention as they have the necessary powers to enforce bad driver behaviour and not the Council.

- 2.42 The overarching reason for the Council to make safety improvements or changes to any road layout, is based on addressing personal injury accidents where they are higher than expected to mitigate against any future injury accidents.
- 2.43 In the case of St Brides Avenue, it is already within a 20-mph zone and is traffic calmed. The road has an excellent road safety record since the mini roundabout was introduced in 2015 (zero personal injury accidents in the last five years). This would suggest that the mini roundabout is working and therefore changing the existing arrangements would not be a priority for the Council as there are other areas within the borough where personal injury accidents have occurred, and safety measures are required.
- 2.44 We have asked the highways team to reinstate the 20-mph sign at the junction so that it is visible to the public and consider replacing the faded signs and look at the possibility of installing a 20-mph roundel at the entry points to highlight the 20-mph speed limit.

Petition 8 – Culverlands Close, Stanmore – Objection to double yellow lines

- 2.45 A petition containing 32 signatures was received in December 2021 from residents in the Culverlands Close area. The petition states:

“We OBJECT to the proposals for the Green Lane area parking review as the combined impact will negatively affect the lives of residents in Culverlands Close due to their excessive nature, and in particular will cause headache for many elderly residents of Culverlands Close as it will restrict their ability to lead independent lives.

We the below signed call upon the council to reconsider the proposals, and to reduce any proposed double yellow lines on Culverlands Close to solely the pinch points and to reduce the proposed operating hours for the Green Lane CPZ to Monday to Friday 8am -10am and 3pm – 4pm.”

- 2.46 All responses / objections received during the statutory consultation process were collated and reported back to the Portfolio Holder for Environment for her consideration before deciding how to proceed.
- 2.47 There is a particular problem with the number of CPZs in the borough that operates for only 1 or 2 hours per day. This situation adversely impacts on the operational enforcement of these CPZs and results in poor enforcement coverage within the available resources.
- 2.48 It should be noted therefore that the Council formally adopted a parking management strategy in July 2019 which offered three main solutions to parking problems. The three basic standard solutions used to solve the

main types of parking problems encountered in the Borough are as follows:

- Commuter / workplace parking – zones that operate for a minimum of 4 hours in the middle of the working day (e.g., Mon – Fri, 10am – 2pm)
- Commercial centres / local amenities – zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g., Mon – Sat, 8am – 6:30pm)
- Pressures that include and extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g., Mon – Sun, 8am – Midnight)

Petition 9 – Pangbourne Drive and Dalkeith Grove, Canons - Request for formal crossing

2.49 A petition containing over 200 signatures was received from the Headteacher at Aylward School in Stanmore. The petition states:

“We the undersigned request a controlled crossing to be installed on Dalkeith Grove or Pangbourne Drive to enable families to walk safely to Alyward Primary School. Both roads are very busy at the beginning and the end of the school day and visibility is limited. We the undersigned are concerned about the safety and wellbeing of families who need to access Alyward Primary School.”

2.50 The Council’s transport programme, which includes traffic calming, 20 mph zones and walking schemes, is funded entirely by Transport for London (TfL). During and following the Covid-19 pandemic such TfL funding has been non-existent or severely restricted. There has been no funding allocated to the London Borough`s to implement any of their normal Local Transport Programmes. This has had a significant impact on the Council’s delivery programme and our ability to evaluate requests for new schemes in accordance with our assessment criteria.

2.51 We regret that currently the Council is unable to investigate the request for pedestrian measures in Pangbourne Drive or Dalkeith Grove for the reasons stated above.

2.52 We will keep this request on file for when further, more normal levels of funding becomes available and will then endeavour to commence the assessment process.

Petition 10 – Veldene Way, Roxbourne – Request for double yellow lines

2.53 A petition containing 16 signatures was received from a resident in Veldene Way. The petition states:

“Parking restrictions for Veldene Way”

- 2.54 Local councillors have decided to use their community levy budget to take proposals forward regarding double yellow lines in Veldene Way.
- 2.55 Proposals to implement the double yellow lines have been designed and is currently being programmed to be advertised as part of the Local Safety Parking Programme batch in 2022.

Petition 11 – Porlock Avenue, West Harrow and Harrow on the Hill – Request for improved road safety measures.

- 2.56 A petition with 112 signatures was received from Cllr Sarah Butterworth in January 2022. The petition states:

“In recent years there have been a number of road accidents along Porlock Avenue. We have received representations from residents and the local community regarding the safety of the crossing on Porlock Avenue.

In September, Porlock Avenue was closed off due to a road collision where a Whitmore School pupil was taken to a major trauma centre. This follows other collisions that have taken place outside the school in recent year.

As your local Councillors, we demand that the council investigates improved road safety measures for all and we believe this must include:

- A controlled crossing*
- Speed Awareness signs and camera*
- Better traffic movement (including for buses)”*

- 2.57 The petition follows a request from Whitmore High School for the Council to implement road safety measures.
- 2.58 In response to the request, the Team Manager, Transportation in September 2021 wrote to Cllrs Butterworth and Anderson, and stated the following:

“Thank you for your e mail regarding the above.

With regards to your correspondence from the headteacher of Whitmore High School I have noted the concerns and the reference to some unfortunate incidents.

As you may be aware TfL have not confirmed any funding allocations with Harrow this financial year for any of our traffic programmes, including walking and road safety schemes, we are therefore not able to take any schemes forward currently or undertake any investigations. I have however made a record of the request for a safe crossing and as soon as funding is available, we will look into the headteachers request further.

I have asked my engineer to check the 30-mph speed limit sign and I copied in our street lighting engineer to establish if the streetlights are working.

I trust this information is helpful.”

- 2.59 A further email from the team manager was sent on the 22nd of November 2021 to Cllr Butterworth confirming that the faulty Variable Message Sign was repaired and brought back into commission.

Petition 12 – Leeway Close, Hatch End – Request for a new CPZ

- 2.60 A petition with 6 signatures was received from residents in February 2022. The petition states:

“I am submitting this petition on behalf of the residents of Flats 1-5, Mentana Court, Leeway Close, Hatch End, Pinner, HA5 4SE and those at Flats 1-5 Olympic House, Leeway Close, Hatch End, Pinner. We request that a new Controlled Parking Zone be introduced on Leeway Close, so that permit holders only would be able to park there, with permits issued to residents of Mentana Court and Olympic House.

The motivation behind this request is that during daylight hours, non-residents quickly fill up any available parking space on Leeway Close where it's free to park, to avoid paying to park in the nearby Grimdsyke Road car park in Hatch End. This means that residents struggle to park their cars next to where they live if they take them out during the day, and so they often have to pay to park in the car park upon return. At nighttime, it can also be difficult to park on Leeway Close, since resident of other flats often park their cars there overnight, or other non-residents if Grimdsyke Road car park is full.

We believe that the implementation of a Controlled Parking Zone on Leeway Close will ensure that residents will not have to worry about being able to find a parking space next to where they live and will not be forced to pay to park in the nearby car park during times when payment is required. This would relieve residents of a lot of stress and give them peace of mind.”

- 2.61 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council's parking schemes prioritisation procedure.

Petition 13 – Merlin Crescent, Edgware – Request to address parking issues

- 2.62 A petition with 86 signatures was received from Cllr Nitin Parekh in February 2022. The petition states:

“We the undersigned, residents of Merlin Crescent and surrounding roads are suffering from extreme difficulties because of indiscriminate parking by visitors, school users, commuters and businesses. The problem

increased many fold since the introduction of Controlled Parking Zone on the nearby Chandos Crescent, Buckingham Road and Whitchurch Avenue. We request Harrow Council to take necessary actions to address this issue.”

- 2.63 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council’s parking schemes prioritisation procedure.

Petition 14 – Kings Road/Drake Road junction, Rayners Lane – Request for removal of speed table

- 2.64 A petition with 16 signatures was received from Cllr Krishna Suresh in March 2022. The petition states:

“The residents want to raise the following issues with this speed cushion:

- *Vehicles are causing a lot of vibrations as they approach the speed cushion and subsequently come off the speed cushion. These vibrations are felt throughout the day, from early morning to late at night as Kings Road also forms part of the bus route for H9 and H10 services. Medium and heavy goods vehicles, including TfL buses, race across Kings Road disregarding the speed cushion as well as the 20 miles per hour speed limit. This further exacerbates the constant noise and vibrations for residents.*
- *Vehicle crossing the speed cushion at high speed are impacting on the resident’s quality of life and sleep late into the night as the buses are timetabled with early morning starts and late night time finishes. These buses, as well as medium and heavy good vehicles do not even bother to slow down at speed cushions. This is hugely impacting the surrounding resident’s ability for a restful sleep.*
- *Those few vehicles who do slow down on approaching the speed bump are causing a lot of noise pollution as the decelerate and the accelerate as they come off the speed bump. The sound of engines accelerating is a constant noise pollution.*
- *The Council did put up extra signage and notices as traffic calming measure back in 2017/2018 to no avail. The speed cushions are not effective traffic calming measure when observing the speed at which vehicles drive by. Kings Road is used as a rat run to bypass traffic on Alexandra Avenue. The volume of traffic going through Kings Road has increased substantially over the years.*

Residents are requesting the immediate removal of the speed cushion at the junction of Kings Road and Drake Road.”

- 2.65 Officers from the Transportation Team have met with residents on site to discuss their concerns and we are currently reviewing options.

**Petition 15 – Kings Road junction with Ravenswood Crescent,
Rayners Lane - Request to remove speed table**

- 2.66 A petition with 27 signatures was received from the resident of Kings Road in February 2022. The petition states:

“From: The residents of Kings Road, Rayners Lane, HARROW HA2

Issue: To remove raised plateaus in Kings Road / Ravenswood Crescent.

Aim: To prevent further disturbances i.e./ loud crashes and house tremors from heavy traffic mounting and descending said plateaus.

Suggested alternative traffic calming installations: Priority & Give Way vehicular signs as Installed in Pains Lane Pinner. With road markings and narrowing chicane type traffic Junctions to ensure the bus route continues effectively.

N.B.

Please refer to our most recent email 02/02/2022 laying out the reasons for our continued quest to rectify the 'nuisance value' caused by the existing traffic calming 'Humps'.”

- 2.67 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council's transport and parking schemes prioritisation procedure.

**Petition 16 – Methuen Road, Edgware – Request to review timing
and duration of existing zone (O)**

- 2.68 A petition with 56 signatures was received from Cllr Parekh in March 2022. The petition states:

“We the undersigned, are seriously concerned about the timing of 08.30AM to 08.30PM of the CPZ Scheme O, operating from Monday to Saturday. The timing of the restrictions is too long and the fact that it also operates on Saturdays, is causing hardship on us and our visitors. We therefore request the Council to urgently carry out a review of the current CPZ scheme and reduce the timing and also make the scheme to operate only from Mondays to Fridays.”

- 2.69 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council's parking schemes prioritisation procedure.

Petition 17 – The Heights, Roxeth – Request for improved road safety measures to address speeding concerns

- 2.70 A petition with 60 signatures was received from resident in March 2022. The petition states:

“We the undersigned, are concerned about speeding on The Heights and we request that Harrow Council investigates this for the purpose of road safety measures’

- 2.71 The problems highlighted in the petition are unfortunately common at a number of locations throughout the borough. As a result, the Traffic Team receives a considerable number of requests for measures to address these local concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests
- 2.72 The assessment criteria consider factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g., schools, parks) and whether the street is on the cycle network.
- 2.73 An initial assessment of the personal injury accidents has revealed that no Killed or Seriously Injured (KSI) accidents have been reported by the Police within the last three years. The criteria are heavily weighted towards reducing KSI accidents therefore unfortunately this request would not meet the Council's criteria for intervention
- 2.74 The Police are responsible for enforcing speed limits on the public highway and we have been advised previously by the Traffic Police that localised speeding issues should be referred to the Police Safer Neighbourhood team for their attention. The Police operate a speed enforcement initiative called Community Road watch which involves residents and Police working together to target speeding drivers.

Petition 18 – Merlin Crescent, Edgware – Request for road safety measures and pedestrian crossing

- 2.75 A petition with 113 signatures was received from Cllr Nitin Parekh in March 2022 and has therefore been added to this report as an information only item. The petition states:

“We the undersigned, residents of Merlin Crescent and surrounding roads, request Harrow Council to install pedestrian crossing for safety of school children of Camrose Primary School and Nursery. It is very dangerous for school children to cross the road for going to and from the

school. Drivers do not observe mini roundabout rules at the roundabout near the school and go very fast without stopping. This makes the access to the school very dangerous. Please take necessary action to improve the safety of school children and other road users.”

- 2.76 The Traffic Team receives a considerable number of requests for road safety measures to be introduced to help address safety concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.
- 2.77 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council’s traffic and parking schemes prioritisation procedure.

Petition 19 – Borrowdale Avenue and Grasmere Gardens, Wealdstone South – Request to address speeding concerns

- 2.78 A petition with 73 signatures was presented at the Council meeting on 24th February 2022 by Ex Cllr Manji Kara received from a resident in March 2022. The petition states:

“We the undersigned, residents of Grasmere Gardens and Borrowdale Avenue, suffer from speeding vehicles endangering lives and peace of these quiet and peaceful corner of Harrow. We believe this results from driver frustration who have just come off humps (speed breakers) in Belmont Road and roads before. Speeding may be also fuelled by their selfish desire to reach their destination quicker. We believe that a nasty accident is waiting to happen. We request the Harrow Council to assess the situation and do the needful to rein in the speeding vehicles’

- 2.79 the Traffic Team receives a considerable number of requests for road safety measures to be introduced to help address safety concerns. The funds available to the Council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests
- 2.80 The issues raised will be investigated by the Transportation Team and prioritised in accordance with the Council’s transport and parking schemes prioritisation procedure.

Petition 20 – West Towers, Pinner South – Request to address parking concerns

- 2.81 A petition with 101 signatures was received from the resident of West Towers in May 2022. The petition states:

“We the undersigned, the residents of West Towers, Pinner, HA5, would like Harrow Council to address inconsiderate and potentially dangerous and illegal parking on our road. This is primarily caused by parents who drop off their children at Cannon Lane Primary School (on Cannonbury Avenue). We would like the Council to increase the frequency of the

enforcement team's presence in the area, particularly during the key times (i.e., weekdays 8.30am and 3pm). We would also like to be advised what we can do about this e.g., take photos of offending vehicles and forwards them to the Council?"

"Cannon Lane Primary School is one of the largest primary schools in Harrow. It has 4 classes of 30 pupils in each year. There are 7 years which therefore equates to approximately 840 pupils in total. Parents dropping of their children in cars are causing serious traffic congestion and much frustration for West Towers residents and other parents. We believe that it is necessary for appropriate action to be taken as a matter of urgency."

- 2.82 Following discussions with the lead petitioner the issues being experienced by the residents relating to dangerous/obstructive parking and enforcement of the 20mph zone can be addressed by the Parking Operations Team and the local Safer Neighbourhoods Team. The above request will be forwarded to them to investigate and respond to the lead petitioner.

Petition 21 – Brookshill, Harrow Weald – Request for road safety measures (Hujjat Primary School)

- 2.83 This online petition was organised via the change.org website, however, officers have requested that the petition be submitted through the normal Council process. The petition with 319 signatures states:
"This petition requests that Harrow Council undertakes the following actions:
- Install pedestrian guardrails leading up to the school; and*
 - put in place appropriate traffic calming measures which allow for the safe crossing of pedestrians and deter motorists from speeding e.g. a 20mph speed limit zone around the school/college premises*
- There has been no acknowledgement from Harrow council of pleas to take action. There has also been no risk assessment undertaken to date. This is not an unusual request to ask a council to implement traffic calming measures on a road which has a school (and a college in this case).
Harrow Council - it should not take a petition to get you to implement something you should already be doing to keep residents and road users safe and it certainly shouldn't take a fatal accident waiting to occur for you to take action".*
- 2.84 Officers have met with the school and parents to discuss several measures to address their concerns in the short-term while the long-term requests are given consideration via the Council's decision-making process. These include installing a Vehicle Actuated Sign (VAS), relocating the school signs and parents using Harrow College as a drop-point off point.
- 2.85 The request to extend the guard-rails from Uxbridge Road to the school has thrown up several safety issues for cyclists as Brookshill is a

designated cycle route which forms part of the London wide orbital and radial network of cycle routes. Therefore, it has been suggested that an assessment be carried out by an independent consultant to identify potential risks to both cyclists and pedestrians.

Staffing/workforce

- 2.86 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors' comments

- 2.87 No, because this report affects all wards.

Performance issues

- 2.88 The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current LIP and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.89 The development of any schemes arising from petitions would support the wider aims and objectives of the current LIP. The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.90 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Risk Management Implications

- 2.91 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.92 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Procurement Implications

- 2.93 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as

usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

- 2.94 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.95 There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

Equalities Implications / Public Sector Equality Duty

- 2.96 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.97 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

- 2.98 This report fosters and enriches the council's priority of 'putting residents first'.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 29 June 2022

Statutory Officer: Kevin Breslin

Signed on behalf of the Monitoring Officer

Date: 30 June 2022

Statutory Officer: Tony Galloway

Signed on behalf of the Corporate Director - Place

Date: 07 July 2022

Mandatory Checks

Ward Councillors notified: No, as impacts all wards

EqIA carried out: YES, as a part of LIP3

Section 4 - Contact Details and Background Papers

Contact:

Transportation@harrow.gov.uk

Background Papers: None