



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**TUESDAY 21 JUNE 2005
7.30 PM**

PANEL AGENDA (ADVISORY)

**COMMITTEE ROOMS 1&2
HARROW CIVIC CENTRE**

MEMBERSHIP (Quorum 3)

Chair: Councillor Miles

Councillors:

**Burchell
Choudhury
Ismail
Anne Whitehead**

**Arnold
Harriss
Kara
John Nickolay**

Branch

Advisers:

**Mrs R Carratt
Mr E Diamond**

Mr A Wood

Reserve Members:

1. Ray
2. Bluston
3. Currie
4. Kinsey
5. Blann

1. Mrs Bath
2. Anjana Patel
3. Osborn
4. Seymour

1. Thornton
2. Miss Lyne

**Issued by the Democratic Services Section,
Legal Services Department**

**Contact: Laura Kell, Committee Administrator
Tel: 020 8424 1265 E-mail: laura.kell@harrow.gov.uk**

***NOTE FOR THOSE ATTENDING THE MEETING:
IF YOU WISH TO DISPOSE OF THIS AGENDA, PLEASE LEAVE IT BEHIND AFTER THE MEETING.
IT WILL BE COLLECTED FOR RECYCLING.***

HARROW COUNCIL

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

AGENDA - PART I

1. **Appointment of Chair:**

To note the appointment of Councillor Miles as the Chair of the Traffic and Road Safety Advisory Panel for the remainder of the 2005/2006 Municipal Year, as agreed at the Cabinet Meeting of 19 May 2005.

2. **Attendance by Reserve Members:**

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) after notifying the Chair at the start of the meeting.

3. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from all Members present.

4. **Appointment of Vice-Chair:**

To consider the appointment of a Vice-Chair to the Panel for the Municipal Year 2005/2006.

(Note: The Labour Group has nominated Councillor Anne Whitehead as Vice-Chair).

5. **Arrangement of Agenda:**

To consider whether any of the items listed on the agenda should be considered with the press and public excluded on the grounds that it is thought likely, in view of the nature of the business to be transacted, that there would be disclosure of confidential information in breach of an obligation of confidence or of exempt information as defined in the Local Government (Access to Information) Act 1985.

Enc. 6. **Minutes:** (Pages 1 - 6)

That the minutes of the meeting held on 2 March 2005, having been circulated, be taken as read and signed as a correct record.

7. **Public Questions:**

To receive questions (if any) from local residents or organisations under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

8. **Petitions:**
To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Advisory Panel and Consultative Forum Procedure Rule 13 (Part 4E of the Constitution).
9. **Deputations:**
To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).
- Enc. 10. **Appointment of Advisers to the Panel 2005/2006:** (Pages 7 - 10)
Report of the Director of Legal Services.
11. **References from other Committees/Panels:**
- Enc. (a) **Petition Requesting Road Safety Measures in Kenton Park Parade, Kenton Road:** (Pages 11 - 16)
Reference from the Council meeting held on 24 February 2005.
- Enc. (b) **Petition Requesting Dangerous Traffic Problems to be Addressed in Albury Drive and Evelyn Drive:** (Pages 17 - 28)
Reference from the Council Meeting held on 24 February 2005.
- Enc. (c) **Petition Relating to Issues of Damage and Road Safety on Rayners Lane and Neighbouring Streets.:** (Pages 29 - 38)
Reference from the Council Meeting held on 21 April 2005.
- Enc. (d) **Petition Recommending Traffic Options for Georgian Way, Harrow-on-the-Hill.:** (Pages 39 - 54)
Reference from the Council Meeting held on 21 April 2005.
- Enc. (e) **Petition Requesting Improvement of the Safety of the Crossing at the Intersection of The Ridgeway/Imperial Drive.:** (Pages 55 - 62)
Reference from the Council Meeting held on 21 April 2005.
12. **Reports of the Director of Area Services, Urban Living:**
- Enc. (a) **Uxbridge Road, Hatch End - Road Safety Scheme:** (Pages 63 - 86)
Report of the Director of Area Services (Urban Living).
- (b) **Petts Hill Bridge Improvement:**
Verbal report of the Director of Area Services (Urban Living).
13. **Any Other Business:**
Which the Chair has decided is urgent and cannot otherwise be dealt with.

AGENDA - PART II - NIL

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL

2 MARCH 2005

Chair: * Councillor Miles

Councillors: * Arnold * Ismail
* Branch * John Nickolay
* Burchell * Anjana Patel (2)
* Choudhury * Anne Whitehead
* Harriss

Advisers: Mrs R Carratt - Harrow Association for Disabled People
* Mr J Gloor - CTC/Right to Ride
Mr A Wood - Harrow Public Transport Users' Association

* Denotes Member present
(2) Denotes category of Reserve Member

[Note: Councillor Mrs Joyce Nickolay also attended this meeting to speak on the item indicated at Recommendation 2 below].

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Pinner Road/Station Road, North Harrow**

Your Panel received a report of the Interim Head of Environment and Transport which detailed measures to improve the environment and traffic conditions in North Harrow, in light of the New Harrow Project and the receipt of some petitions.

It was advised that funding from Transport for London (TfL) had been secured to install lay-bys in Station Road and plans were in place for the re-development of the Safeways site, which it was hoped would contribute to the regeneration of the area.

The Panel was informed of a petition that had requested a right-turn filter light at the junction of Station Road and Pinner Road, but were advised that this would only be possible if motorists were willing to accept additional queues. However, it was noted that conditions could be enhanced by improving the markings in the junction and improving pedestrian crossing facilities on the south-east arm.

In the discussion that followed, Members sought clarification on a number of issues. In response to a query regarding the dangers posed to pedestrians by installing lay-bys, it was advised that there were already three crossing points in Station Road: at the signals at the Pinner Road/Station Road junction; the signalled crossing outside the station; and a pedestrian refuge in-between. Additionally, a car park was located close by behind the shops on the other side of the road which provided the first hour of parking free.

A Member having queried why the traffic lights outside North Harrow Station were not working, an officer stated that these were in the process of being upgraded and agreed to investigate the situation.

Resolved to RECOMMEND: (To the Portfolio Holder for Environment and Transport)

That (1) officers be instructed to implement parking lay-bys in Station Road on the south east side between Pinner Road and Churchill Court as illustrated on the plan at Appendix A of the officer report, the lay-bys be implemented as early as practicable when funding is available, and officers investigate with Transport for London the possibility of bringing funding and implementation forward;

(2) the parking spaces in the proposed new lay-bys be subject to control by pay and display at the same tariff as the Pinner Road on-street pay and display spaces in the shopping area, and officers carry out a review of loading facilities and parking restrictions in the immediate area to determine if any improvements are required and if part of the proposed new lay-bys should be used for servicing;

(3) the bus stops near the station remain in their existing positions for the reasons explained in the officer report;

(4) the improvements to car park signing, and the introduction of free parking for the first hour in the car parks and on street pay and display bays, be noted;

(5) officers be instructed to review and improve road markings within the signal junction to assist right turners from Station Road into Pinner Road, and it be noted that the introduction of a further right turn filter at the signal junction would have significant and unacceptable implications on queues and delays;

(6) officers implement the improvement of pedestrian crossing facilities on the Pinner Road south-east arm (the arm to/from Harrow Town Centre) by providing dropped kerbs and tactile paving and enlarging the central pedestrian refuge;

(7) it be noted that the recent roll-out of the New Harrow Project initiative to this area includes proposals to improve pedestrian facilities and the street scene by minimising street furniture clutter and reviewing and improving street lighting, paving and planting;

(8) it be noted that officers will report on the safety and design of the cycling facilities in the North Harrow shopping area following the review described in the officer report; and

(9) an officer investigate why the traffic lights outside North Harrow Station are not working.

RECOMMENDATION 2 - Controlled Parking Zones/Resident Parking Schemes - Annual Review and Related Petitions

Your Panel received a report of the Interim Head of Environment and Transport which provided details of existing and proposed Controlled Parking Zones (CPZs)/Resident Parking Schemes in the London Borough of Harrow.

The Panel was referred to Appendix D of the officer report and advised of several changes to the timescale for the completion of CPZ schemes in the financial year 2005/2006.

In the discussion that followed, the Panel expressed concern over a number of roads that had experienced traffic problems caused by parked cars. With regard to the Highlands, Edgware, a Member raised the problem of obstructive parking and related congestion in the area from Stag Lane to Bacon Lane. It was noted that although these areas were not included in any programmed CPZ review, measures were required to ease the traffic problems experienced by businesses and residents in the area. In response, an officer stated that the rationale for the priority list was not solely based on the severity of the problem(s) but also on demand from the local community. It was advised that the priority list and programme could be altered and an offer was made to liaise with Barnet Council and Brent Council on the problems experienced by residents in the aforementioned area (see also Minute 100).

With regard to parking problems, a Member suggested that it would be useful if TfL could advise on their policy for setting parking charges at station car parks. The Member considered that these charges should be designed to maximise usage, not income. An officer agreed to investigate this suggestion.

A Member expressed concern at the traffic problems experienced in Honeypot Lane which had arisen as a result of the parking controls around Canons Park station. The Panel was informed that a development brief for a major development off Honeypot Lane would be considered by the Strategic Planning Advisory Panel on 16 March 2005, and a suggestion was made that traffic officers liaise with the planning department regarding the possibility of securing funds for parking controls as part of the development scheme.

Members referred to the current parking problems experienced in Village Way and Eastcote Lane and noted that the CPZ Review for this area was not programmed for completion until 2007. It was suggested that parking should be restricted to one side of the road only in order to improve traffic flow and safety. In response, an officer advised that the introduction of a yellow line scheme could occur in advance of a CPZ and, accordingly, an addition to the recommendations in the officer report was tabled.

Resolved to RECOMMEND: (To the Portfolio Holder for Environment and Transport)

That (1) the above comments be noted;

(2) subject to funding, the priority list as shown at Appendix D of the officer report be adopted as the Controlled Parking Zone Programme, for inclusion in the Local

Implementation Plan and the Borough Spending Plan submission to Transport for London, and the Wealdstone Regeneration Advisory Panel and head petitioners be informed accordingly; and

(3) officers consider effective measures, such as restricting parking to one side, that could be taken in Village Way (Rayners Lane) and Eastcote Lane (South Harrow) to enable buses and other traffic to proceed unobstructed by vehicles parked on both sides outside the parking zones, and report back to the next meeting of the Panel.

PART II - MINUTES

88. Attendance by Reserve Members:

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

Ordinary Member

Reserve Member

Councillor Kara

Councillor Anjana Patel

89. Declarations of Interest:

RESOLVED: To note that there were no declarations of interests made by Members in relation to the business transacted at this meeting.

90. Arrangement of Agenda:

RESOLVED: That (1) all items be considered with the press and public present;

(2) a petition requesting the removal of parking restrictions on the east side of Pinner Road, which stood referred to the Panel from the Council meeting held on 24 February 2005, be considered by the Panel as a matter of urgency; and

(3) two items now identified by the Chair be added to the agenda for this meeting (see Minutes 100 and 101 below).

91. Minutes:

RESOLVED: That the minutes of the meeting held on 1 December 2004, having been circulated, be taken as read and signed as a correct record subject to the following addition to Recommendation 2:-

“At the request of the Conservative Nominated Member, the Officers explained that negotiations with TfL and Network Rail requested at the meeting on 4th December 2002 had been unsuccessful, and that the Panel’s preferred option of further road widening by bridge replacement was not an option. It was reported that Network Rail did not feel that the near 100 year old bridge would need replacing for several years.”

92. Public Questions:

RESOLVED: To note that no public questions were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

93. Petitions:

RESOLVED: (1) To note the receipt at the meeting of the following petition, which was referred to officers for consideration:

- Petition requesting an extension of the Stanmore CPZ into West Avenue
Presented by Councillor Arnold and signed by residents of West Avenue.

(2) to note that the following petitions stood referred to this Panel from the Council meeting held on 24 February 2005, and that officers would report on these petitions at the next meeting:

- Petition requesting road safety measures in Kenton Park Parade, Kenton
Presented at the Council meeting by Councillor Vina Mithani and signed by approximately 137 traders on the Kenton Road parade.

- Petition requesting dangerous traffic problems to be addressed in Albury Drive and Evelyn Drive
Presented at the Council meeting by Councillor Knowles and signed by approximately 55 residents of the Pinnerwood Park Conservation Area.

94. **Petition Requesting the Removal of Parking Restrictions on the East Side of Pinner Road:**

Further to it having been agreed to consider this item as a matter of urgency, Members noted that a petition requesting the removal of parking restrictions on the east side of Pinner Road between Pinner View and Devonshire Road, stood referred to the Panel from the Council meeting held on 24 February 2005. The petition had been presented to the Council meeting by Councillor Stephenson, and signed by approximately 900 residents of the Borough.

The Chair informed the Panel that Pinner Road would be considered as part of the Harrow Town Centre Review and a meeting with stakeholders was planned for the latter half of March 2005.

A Member stated that parking in Pinner Road was an outstanding problem and the lack of parking restrictions and a pelican crossing posed a significant danger to pedestrians.

In response, it was agreed that this section of Pinner Road should be included in the Harrow Town Centre Review consultation process and the removal of the parking restrictions on the east side of the road be raised at the stakeholders meeting later in the month.

RESOLVED: That Pinner Road between Pinner View and Devonshire Road be included in the Harrow Town Centre Review consultation process, and the removal of the parking restrictions on the east side of the road be raised at the stakeholders meeting later in the month.

95. **Deputations:**

The Panel received a deputation from a resident of Merryfield Gardens, Stanmore, which detailed the danger posed by parked cars in the area and requested the inclusion of Merryfield Gardens in the Stanmore Controlled Parking Zone (CPZ).

Members were informed that many of the residents in Merryfield Gardens were elderly and either had not received the initial CPZ consultation document or had not understood the questions. It was advised that over the last year the problem of parked cars in the road had significantly increased and, as a result, visibility at the junction of Marsh Lane had been greatly reduced. It was noted that this not only posed a danger to motorists but also impeded the work of the emergency services.

In the discussion that followed, Members sought clarification on a number of issues. In response to a query regarding the effects of a CPZ, the depute informed the Panel that she was fully aware of these as were the other residents. Consequently, it was agreed that Merryfield Gardens and Merryfield Court should be re-consulted on inclusion in the Stanmore CPZ. In response to a concern raised by a Member, it was agreed by the Panel that responses from the residents of Malcolm Court and other nearby roads should be re-checked and, if proved to be borderline in agreeing to the scheme, those residents should also be re-consulted.

RESOLVED: That (1) officers re-check the responses from Malcolm Court and other nearby roads and if proved to be inconclusive, residents be re-consulted on inclusion in the Stanmore CPZ; and

(2) Merryfield Gardens and Merryfield Court be re-consulted on inclusion in the Stanmore CPZ.

96. **Appointment of an Adviser to the Panel:**

RESOLVED: That a representative of the North West London Chamber of Commerce be appointed to the Panel for the remainder of the 2004/2005 Municipal Year.

97. **Planning Application P/2935/04/CFU, 375-379 Uxbridge Road, Hatch End:**

The Panel received a reference from the Development and Control Committee meeting held on 11 January 2005 which requested that the Panel consider the above planning application and the possible need for additional traffic measures in Uxbridge Road.

The Chair informed the Panel that this matter would be incorporated into a general report on road safety issues in the Hatch End area.

RESOLVED: That (1) the reference be noted; and

(2) the issue of increased vehicular activity be incorporated into a general report on road safety issues in the Hatch End area.

98. **Pinner Road/Station Road, North Harrow:**

See Recommendation 1.

99. **Controlled Parking Zones/Resident Parking Schemes - Annual Review and Related Petitions:**

See Recommendation 2.

100. **The Highlands, Edgware:**

Further to it having been agreed to add this item to the agenda, a Member raised concerns over the large volume of traffic passing through the Highlands, Edgware. The Panel was informed that this had occurred as a result of motorists using this road as an alternative route from Stag Lane and the Broadway. It was noted that problems of accessibility had now arisen particularly with regard to refuse vehicles. The Member requested that officers review the area and investigate options to improve traffic conditions and report back to the Panel as appropriate.

RESOLVED: That (1) the above be noted; and

(2) officers investigate the traffic problems in the Highlands and report back to the Panel as appropriate.

101. **Petts Hill:**

Further to it having been agreed to add this item to the agenda, the Panel noted that a motion on this matter had been referred from Council to Cabinet. Officers were instructed to make available to Members of the Panel details of negotiations that had taken place with TfL and Network Rail between December 2002 and December 2004 (as referred to in Minute 83 of the meeting on 1 December 2004).

It was stated that residents would have preferred the replacement of the bridge at Petts Hill and the creation of four road lanes, as opposed to its renovation. A Member sought the names of contacts in TfL and Network Rail used by officers, in order that information could be passed to political colleagues at all levels; this, it was hoped, could secure funding for the replacement of the bridge.

In response, the Chair commented that after a cost-benefit analysis, TfL had decided that to renovate the bridge was more cost effective than to replace it, although it was emphasised that future consultation at any level was welcome.

RESOLVED: That it be noted that a motion on this matter had been referred from Council to Cabinet, and officers be instructed to make available to Members of the Panel details of negotiations that had taken place with TfL and Network Rail between December 2002 and December 2004 (as referred to in Minute 83 of the meeting on 1 December 2004).

102. **Local Safety Schemes:**

Arising from discussions at the meeting, a Member referred the Panel to a report on the Information Circular which detailed Local Safety Schemes and the Traffic Calming Programme for 2005/2006. It was requested that in future Members should be notified of any Local Safety Schemes before they were implemented. In response, it was advised that the responsibility for managing and implementing Local Safety Schemes was delegated to officers, but it was agreed by the Panel that in future Nominated Members would be consulted on any Portfolio Holder reports on implementing Local Safety Schemes.

RESOLVED: That Nominated Members be consulted on Portfolio Holder reports relating to implementation of Local Safety Schemes

(Note: The meeting having commenced at 7.31 pm, closed at 9.20 pm)

(Signed) COUNCILLOR JERRY MILES
Chair

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	21 June 2005
Subject:	Appointment of Advisors to the Panel 2005/2006
Responsible Officer:	Director Legal Services
Contact Officer:	Laura Kell 020 8424 1265
Portfolio Holder:	N/A
Key Decision:	No

Section 1: Summary

This report advises Members on the appointment of non-voting advisers to the Panel for the Municipal Year 2005/2006.

Decision Required

Members are requested to consider the information outlined below and to appoint advisers to the Panel for the 2005/2006 Municipal Year accordingly.

Reason for report

In accordance with Advisory Panel and Consultative Forum Procedure Rule 3, the Panel is required to make appointments of advisers to the Panel for the 2005/2006 Municipal Year.

Benefits

The Panel will have non-voting advisers for the Municipal Year 2005/2006.

Cost of Proposals

None

Risks

None

Implications if recommendations rejected

The Panel will not have any non-voting advisers for the Municipal Year 2005/2006.

Section 2: Report

2.1 Brief History

2.1.1 All advisers to the Panel have been contacted and asked to confirm whether they wish to continue as advisers to the Panel for the Municipal Year 2005/2006. Where vacancies existed, the organisation has been contacted and a nomination requested.

2.1.2 The following have confirmed that they wish to continue as advisers to the Panel:

- Mr. A. Wood – Harrow Public Transport Users' Association
- Mrs. Rhoda Carratt – Harrow Association of Disabled People
- Mr. E. Diamond – North West London Chamber of Commerce

2.1.3 In September 2004 the Metropolitan Police advised that, after consideration and review of the matters typically under discussion by the Panel, they felt that it was difficult to justify a regular police presence at Panel meetings and they would therefore not be putting forward a nomination for an adviser to represent their organisation on the Panel. They added, however, that if a specific issue were raised where police views were required, they would be happy for a representative to attend.

2.1.4 Contact has been made with the Harrow and District Pedestrians' Association and CTC/Right to Ride, who have not yet made nominations but expressed interest in appointing advisors to the Panel.

2.2 Options considered

See paragraph 2.1 above.

2.3 Consultation

N/A

2.4 Financial Implications/Legal Implications

N/A

2.5 Equalities Impact

To promote and enhance local democracy and public service values by increasing opportunities for participation, through effective communication and by developing the capacity to empower Harrow's communities.

Section 3: Supporting Information/ Background Documents

Correspondence with advisers.

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LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

Petition Requesting Road Safety Measures in Kenton Park Parade

Reference from Council – 24 February 2005

- 1(i) At the meeting of Council held on 24 February 2005, the following petition requesting road safety measures in Kenton Park Parade was presented:

<u>Submitted By</u>	<u>Number of Signatures</u>
Councillor Vina Mithani	137

- 1(ii) The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration as follows:-

(Minute Number 286 (ii)):

‘Submitted by Councillor Vina Mithani, containing 137 signatures of residents, requesting on behalf of the local traders a prohibition on vehicles driving onto the pavement at Kenton Park Parade, Kenton Road, on general safety grounds and for the prevention of obstruction of access to shops, and seeking that a survey be undertaken for the implementation of appropriate safety and traffic measures.’

- 1(iii) The petition is in the following terms:-

‘This petition is to disqualify vehicles driving on to the pavement on Kenton Park Parade /Kenton Road.’

[Note: A copy of the first page of the petition is attached as an appendix to this report.]

2. The Director of Area Services, Urban Living advises as follows:

A multi skilled team has been set up to assess and monitor the severity of the problem, identify the potential remedies available to the Council and determine a plan of action for implementation to address the problems identified.

The Lead Officer responsible for coordinating the activities of the team is Jerry Hickman, Group Manager, Public Realm Services. The team consists of representatives from Area Services, Transportation, Highways Enforcement, Parking Services and Legal Services, to ensure that a joint approach and remedies are identified across the directorate.

The problem identified is not unique to this parade, where the businesses own their forecourt, but not the highway/footpath adjacent to this, but use this to access their property in order to park. This case and the solutions identified will therefore be treated as a pilot for other areas. As such investigation of this issue justifies that officers invest time to assess the situation and appropriate remedies carefully so that we can establish what potential remedies and actions are available to us in both the short and long-term and to what extent we can find a mutually acceptable solution to the council and businesses alike. The solutions identified can then act as the template for application across the borough.

In this case there is no access across the footpath, which is deemed highway, and no dropped curb to allow access and it is not considered appropriate or in the interests of pedestrian safety to provide such access. The Area Services Team has monitored the problem and the key problem identified is clearly associated with a small minority of the businesses in the parade who insist in parking in front of their premises. This then encourages visiting vehicles to follow suit exacerbating the problem.

Options Identified

The team has met to discuss the findings and clearly identify the options available. At this meeting the following potential area of control were identified for further investigation and agreement:

1. To gain control of the forecourts (dedication as highway) by negotiation with the businesses in the parade to enable the Council to lay out, manage and maintained the forecourt, integrating this with the footway to provide a long term controllable solution to council standards. The financial burden of this commitment to maintain the private forecourts will need to be carefully considered before this avenue is formally pursued.
2. The potential to introduce a Licensing Regime for the display of goods by the businesses. This would need to be considered on a borough wide basis to ensure that all traders were treated equally and to enable a borough wide policy on retail displays on the highway to be developed and is not likely to be capable of being implemented within an acceptable timescale.
3. To investigate the rear service road facilities and measures required to achieve greater utilisation of the service road including how the council can assist in bringing this into full use for both service and loading to and from the businesses.
4. Whilst rear servicing is preferable, service/loading bays will be considered at the kerbside in front as part of the development of the control on the forecourt as detailed in 1 above. This will also require the need to carefully consider the impact on shopper parking.

5. To clearly identify if there are any potential linkages with other initiatives to tidy up/improve this parade under the Area Services Rollout or Transportation plans.

The outcome of these considerations and the agreed action plan for investigation will be reported to the next Road Safety and Traffic Advisory Panel for agreement prior to implementation.

Current Position

The Area Services Team have approached the businesses in the parade to negotiate an informal solution by persuading the businesses to stop parking on their forecourts and to discuss and agree the preferred options for the provision of a long term solution.

If this fails to result in a short term improvement in the situation we will implement an enforcement regime as it is an offence to cross the pavement to access the forecourt area owned by the businesses. It is not considered appropriate for this to be our initial action but for use as a last resort as we are seeking to form a working relationship with the businesses and work in partnership with them to achieve a mutually beneficial solution.

It should be noted that the council does not have the power to disqualify vehicles as requested in the petition but can only prosecute for each individual contravention under Highways Legislation as a separate event.

Recommendations

The following recommendations are made:

1. The Panel consider the options identified and inform officers of any option identified which is not considered appropriate by the panel.
2. The Panel identify a preferred course of action for officers to pursue in considering the most appropriate long term solution.
3. That the panel agree that officer's report back to a future meeting on the preferred option identified and presents an action plan for implementation for agreement by the panel.

Background Documents: Petition presented to Council on 24 February 2005.
Minutes of the Council meeting held on 24 February 2005.

Contact: Laura Kell, Room 143, Democratic Services
Direct Dial: 020 8424 1265
E-mail: laura.kell@harrow.gov.uk

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The Chief Executive
London Borough of Harrow
Civic Centre
Station Road
Harrow, Middx
HA1 2XF

Videorama Pan Centre
8 Kenton Park Parade
Kenton, Harrow
Middlesex
HA3 8DQ
Tel: 020 8907 0116

14 December 2004

Dear Sir,

REQUESTING ROAD SAFETY MEASURES-
KENTON PARK PARADE, KENTON ROAD, KENTON, HARROW

I am writing on behalf of the traders on the Kenton Road parade between Kenton Lane and Kenton Park Ave.

We have noticed recently that motor vehicles mount the pavement and are then driven on the pavement.

On many occasions these vehicles are then parked outside the shops thereby blocking the shop entrances and display windows. The vehicles include motorcars and at times lorries and vans.

We are very concerned that this dangerous practice will result in a serious incident, which would lead to injury to pedestrians and also undermine the road safety aspects that the council may be considering under the New Harrow Project for Kenton wards.

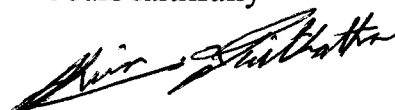
From our observations the danger is caused due:

1. Pedestrian waiting at bus stop being hit by the vehicle mounting the pavement
2. Safety Concerns for pedestrians as the vehicles are then driven on the pavement.
3. Obstruction caused by parked vehicles by blocking shop entrances and windows.
4. Safety concern for customers who park their cars whilst visiting the shops on the parade, as sometimes they may leave their young children in the car intending to keep an eye on them from the shop window.

In addition to the above we believe that the practice of driving and parking on the foot-paths should be discouraged.

We request you to undertake a survey of the area and implement appropriate safety and traffic measures to ensure the safety of the shoppers in this parade.

Yours faithfully



A. RAITHATHA

This petition is to disqualify vehicles driving on to the pavement on Kenton Park Parade/ Kenton Road.
Please enter the required details below to support this matter.

NAME	ADDRESS	SIGNATURE
W. WARREN	21 ELMLEIGH AVE KENTON	<i>W. Warren</i>
L. BRINDLEY	26, Whitehall Rd Harrow	<i>L. Brindley</i>
B BALLEE	47 KENTON PARK AVENUE	<i>B. Balle</i>
D WOOLGAR	3 KENTON Gdns KENTON	<i>D. Woolgar</i>
J. Minty	18, Kenton Park Ave Kenton	<i>J. Minty</i>
J. Marciano	29 Thora Gdns, Kenton	<i>J. Marciano</i>
J. H. J. H. H.	7 Norton Court London	<i>J. H. H.</i>
E. M. Hosp	2, Westgate Court	<i>E. M. Hosp</i>
P. E. C. Ashwood	28 Ashdale Grove Stammers	<i>P. E. C. Ashwood</i>
J. Bantoni	20 Darcy Gardens	<i>J. Bantoni</i>
J. Bantoni	298 Kenton Road	<i>J. Bantoni</i>
S. HALPER	13 TOTTERWHOE CH KENTON	<i>S. Halper</i>
D. Conceprio	2 Kenton Lane	<i>D. Conceprio</i>
Mary	16 Westfield Gardens	<i>Mary</i>
Kenton	14, Westfield Drive	<i>Kenton</i>
T Logan	27 Oakdale Ave Kenton	<i>T. Logan</i>
R.T. HUNNEYBALL	6 LODGE AVENUE KENTON	<i>R.T. Hunneyball</i>
D G APLIN	39 Elmleigh Avenue, Kenton	<i>D. G. ApLin</i>
P.G. HUNNEYBALL	6 Lodge Avenue, Kenton	<i>P.G. Hunneyball</i>

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

Petition Requesting Traffic Calming Measures in Albury Drive and Evelyn Drive

Reference from Council – 24 February 2005

- 1(i) At the meeting of Council held on 24 February 2005, the following petition requesting traffic calming measures in Albury Drive and Evelyn Drive was presented:

<u>Submitted By</u>	<u>Number of Signatures</u>
Councillor Knowles	55

Subsequently, an enlarged petition with supporting letters was submitted to officers for their consideration, containing 72 additional signatures.

- 1(ii) The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration as follows:-

(Minute Number 286 (iii)):

‘Submitted by Councillor Knowles, containing 55 signatures of residents of Albury Drive and Evelyn Drive, Pinnerwood Park Conservation area, expressing concern At the increasing volume, speed and size of vehicles using their roads, giving rise to danger for residents and noise pollution in a Conservation area, and requesting measures to address the problem.

- 1(iii) The petition is in the following terms:-

‘We, as residents of the Pinnerwood Park Conservation area, are concerned by the increasing volume, speed and size of vehicles using Albury Drive and Evelyn Drive.

We feel that the traffic is a danger to both the residents and the local school children.

We also feel that the noise pollution is detracting from the nature of the Conservation area.

The current “speed cushions” appear to have little or no impact on the traffic.

We respectfully ask the Council to take measures to address the problem.”

[Note: A copy of the first page of the petition is attached as an appendix to this report.]

2. The Director of Area Services, Urban Living advised as follows:

- 2.1 The existing traffic calming scheme in the Evelyn Drive/Albury Drive area was completed in June 1997. ‘Before and After’ monitoring of traffic speed and volume was carried out in Albury Drive to assess the effectiveness of the

measures that were introduced. The 'before' surveys were done in October 1994 and the 'After' surveys in November 2002. The results show that prior to installation of the scheme the 85-percentile speed of traffic was 48mph and afterwards reduced to 36mph, a 25% reduction. These figures were for small samples of vehicles travelling during the late evening and very early morning. More statistically representative figures for normal daytime behaviour are 44mph before and 31mph after, an almost 30% reduction in traffic speed.

- 2.2 The average weekday traffic flow before traffic calming was 6240 vehicles per day (vpd)(24 hour, two-way total) and 4840vpd after, a 22% reduction. Average weekend before and after flows were 4620 and 3200vpd respectively, a reduction of over 30%.
- 2.3 In the three-year period before the scheme was introduced there were 8 personal injury accidents. In the three-year period immediately afterwards the number of accidents had reduced to 3.
- 2.4 It is clear from the above figures that the introduction of the traffic calming measures brought about a significant improvement. However, it is possible that the position might have changed since the last surveys were carried out in 2002.
- 2.5 Following submission of the petition to Council on 24 February 2005 further surveys were commissioned to determine whether traffic speed and volume has increased as claimed. Traffic data was collected between 5 and 11 May 2005 at two sites. One on Albury Drive to provide a direct comparison with the original 'before and after' data but with the location specifically chosen to ensure that the results would be unaffected by known parking congestion towards the Pinner Hill Road junction. The second site was on Evelyn Drive to determine if there were notable variations in traffic speed along the route. A location mid-way between junctions was chosen to ensure that the speed results would be unaffected by slower moving, turning traffic and to provide a typical figure for through traffic. During the week that the survey equipment was in place minor surface patching works were being carried out on Albury Drive and Evelyn Drive. The traffic management for the works will have affected the speed measurements on the particular day, or part of the day, that work was taking place near the equipment. However, as data has been collected for a complete week, the effect of this can be eliminated by considering only the data for the periods when the highest speeds were recorded. These are the figures quoted below.
- 2.5 The latest figures show that on Albury Drive the 85-percentile speed of traffic, during periods of very light flow in the late evening/early morning, has remained unchanged at 36 mph. The speed representing normal daytime behaviour has increased very slightly from 31 to 32mph but such a small change may simply reflect typical sampling variation rather than show any real trend.
- 2.6 Between 2002 and 2005 the average weekday traffic flow has increased by 5.7% (to 5116 vpd) closely matching the national traffic growth trend of 5%

for the most recent three-year period of available data (2000 to 2003). This suggests that there has been little, if any, shift in traffic to this route from parallel routes since the last surveys were carried out. What increase there has been will, in the main, reflect increased car ownership and increased car use by local people. Growth in the average weekend flow is slightly higher at 8.6% giving a current flow of 3477vpd.

- 2.7 Inspection of the most recent three-year period of available accident data shows only two accidents in the Albury Drive and Evelyn Drive area, one less than recorded in the period immediately after the existing traffic calming measures were introduced.
- 2.8 Traffic speed measurements carried out on Evelyn Drive exactly matched those for Albury Drive (both the higher evening/early morning figure and the daytime figure) suggesting that there is little significant variation in speed along the route.
- 2.9 The recent surveys and accident statistics show that the traffic calming measures on Albury Drive and Evelyn Drive are continuing to provide the benefits that arose when they were first introduced. Traffic for the most part travels below or only very marginally above the speed limit, there has been no noticeable transfer in traffic to this route from parallel routes and accident rates remain very low. Using the latest data to re-assess the area under the Council's traffic calming assessment method places it outside of the twenty highest ranked sites in the borough demonstrating much higher need for priority action elsewhere and, as current levels of funding available allow the Council to install only one or two traffic calming schemes a year, it will take several years before this area approaches the top of the list.
- 2.10 From this updated information and assessment work it is evident that there are more clearly demonstrable traffic and accident problems in other parts of the borough and further work here cannot be justified in the short to medium term. However, it is recognised that there are local concerns, and that accident and traffic flow trends may change. To ensure that any significant deterioration in the position is noted as soon as possible The Albury Drive/Evelyn Drive area should be listed in the traffic-calming programme as this will provide the periodic monitoring that may highlight a need for earlier action.
- 2.11 **It is recommended that the Panel note that the Albury Drive/Evelyn Drive area is listed in the traffic-calming programme so that periodic monitoring, that may highlight a need for early action, takes place.**

FOR INFORMATION

Background Documents: Petition presented to Council on 24 February 2005.
Minutes of the Council meeting held on 24 February
2005.

Contact: Laura Kell, Room 143, Democratic Services.
Direct Dial: 020 8424 1265.
E-mail: laura.kell@harrow.gov.uk

55 sigs. Submitted by Councillor Knowles
at Council 24.2.05 → 55 residents
Traffic Panel.

Dr Simon Hodes



Mr Adrian Knowles
Ward Councillor for Hatch End
Members Room
Civic Centre
Harrow HA1 2UH

21 February 2005

Dear Mr Knowles

Re: Traffic in Evelyn Drive, Pinnerwood Park Conservation Area

Further to our recent correspondence, please find enclosed a copy of the petition thus far.

There are more signatures on the way.

I look forward to hearing from you in due course.

Once again thank you for your help and interest.

Yours sincerely

A handwritten signature in black ink that reads "Simon Hodes".

Dr Simon Hodes

Dr Simon Hodes



Road Traffic Safety Panel
Harrow Council
PO Box 37
Civic Centre
Harrow HA1 2UH

May 16th 2005

Dear Sir/Madam

Re: Traffic in Pinnerwood Park Conservation Area

I am writing regarding the traffic on Evelyn Drive, and I am most grateful to the Council, and in particular Mr Heale at the traffic department, for taking this matter so seriously.

I apologise for being unable to attend in person due to work commitments, and am grateful to the panel for considering this statement and petition in my absence.

I have lived on this road for over 4 years now, and am disappointed to say that the volume, speed and size of vehicles using this route is increasing dramatically. I noted that there was traffic-monitoring equipment at 2 points along the road during the week ending 13th May 2005. I must state that one was sited in an area of the road that is generally quite parked up, and therefore where vehicles are much slower, and neither was sited at the fastest section coming down the hill. There were also road works at several points along the road that week, which would have further served to slow down the traffic. Although the monitoring may accurately reflect the number of vehicles using this route it will not accurately reflect the true speeds of the vehicles.

The existing traffic calming measures are 3 "speed cushions" in a line, which can be straddled by all but the smallest vehicles, and have little impact on most family cars, 4 by 4's, vans, small lorries, motorbikes and mopeds which clearly use this area as a "cut through" and are often seen driving down the road at speed.

Please find attached a petition about the traffic. I have not been able to speak to all of the local residents, but nevertheless this petition represents a large number of the properties along this route and reflects the level of local concern.

The reasons for asking the Council to take further measures are outlined below.

Safety – there is a school at either end of this road, namely Grimsdyke and Pinner Wood. Apart from those people ordinarily residents, the traffic is a danger to the school children and their families. Please also consider the comments of the Head Teacher of Grimdyke School, and the letter from Mrs Long at 73 Evelyn Drive, copies of which are attached. The latest accident was on 25.2.2005 when a car once again mounted the curb at the Evelyn Drive/Woodhall Gate Junction, leaving skid marks and shattered glass on the road and pavement.

The current "speed cushions" are about 8 years old, and appear to be

inadequate. They were installed, it seems, after considerable public pressure in 1997. Vans and lorries easily straddle them, and they have no impact whatsoever on motorbikes and mopeds. According to the council's last "before and after" data from October 1994 and November 1992 the speed cushions did have an impact on average traffic speed and flow. It seems to the residents, however, that volumes and speeds have increased dramatically since that time, and I wonder if this will be confirmed by the recent data collected by Mr Heale.

- **Speed** – as this stretch of road is long, wide and straight, many cars and vans pick up speed coming down the hill from the mini roundabout at the junction with Blythwood Road, which causes the danger at the junction with Woodhall Gate.
Use as a cut through/"rat run" – this quiet conservation area is being increasingly used as an alternative route to the Uxbridge Road.
- **This is a designated Conservation area** – the high speeds of traffic and associated noise is polluting this otherwise peaceful residential road, which has been designated as a Conservation area by the Council. There are strict planning laws imposed upon the residents here to preserve the area, so it would seem only logical that the Council should have a duty to protect the area from noise pollution and excessive traffic levels.

Congestion - at the Pinner Hill Road end of Albury Drive despite the recent introduction of a small section of double yellow lines. Vehicles using the business park on Pinner Hill Rd are left parked on both sides of Albury Drive all day, and are the main cause of the problem. This is compounded at school rush hour. The traffic spills back into Pinner Hill Rd, causing a hazard coming round the bend, and the residents find it difficult and dangerous to exit their own driveways at these times.

There is a strong feeling amongst the local residents that there needs to be more restrictive traffic calming measures along the road, and also further parking restrictions at the Pinner Hill end of Albury Drive. Please note that this is NOT an official bus route – so in theory there should be no reason NOT to install any calming measures required to reduce or solve the traffic problem.

Clearly it is the Council's decision what measures, if any, you decide to employ. However, having spoken to many residents, suggestions would include:

Making this a 20mph zone. I read with interest on the "Department for Transport" web-site www.dft.gov.uk a document entitled "Tomorrow's Roads – safer for everyone – Actionplan" which is strongly supportive of 20 mph zones for residential areas with schools.

- Using "right of way" width restrictions – such as those in use on Paines Lane and Blythwood Road.
Installing full width speed humps - such as those already in place on Marsworth Avenue adjacent. Other examples of full width humps to stop use as a cut through can be seen in many areas of Harrow.
Resurfacing the existing speed cushions, which have become worn with time.
- To use gated narrowings along the road – such as those in use in Headstone Lane, or other parts of Harrow.
- Considering installing a speed activated warning sign – such as the ones seen on Hampermill Lane Northwood or Nascot Wood Rd, Watford.
Considering a raised box junction at the "black spot" area Evelyn Drive/Woodhall gate intersection such as the one recently installed on Blythwood Rd.
Using entry and exit "zones" eg gated single width zones with clearly marked signs "You are now entering the Pinnerwood Park Conservation Area – Please Drive

Safely". The fact that this is a Conservation area is currently not signed.

Continuing the double yellow line on one side of Albury Drive all the way from Pinner Hill Road down to Latimer Gardens to prevent the dangerous bottlenecks in the rush hour.

- Considering the use of speed cameras.
- Considering allowing traffic to turn right at Pinner Hill Rd from the Uxbridge Rd heading West. This is currently no right turn, so traffic is forced to use Hallam Gardens, Altham Rd, Woodhall Gate and Blythwood Road as cut throughs.

Some simple measures would drastically cut down the speed and volume of vehicles using this route, would make the road safer, would likely dissuade some vehicles from using this route altogether, would almost certainly encourage vehicles to use the main roads outside of the "rush hour" periods, and would help preserve the nature of this Conservation area.

Having been in contact with Mr Heale at the Transportation Section at Harrow Council, I understand that there is a "points system" used to decide whether or not a road requires traffic calming measures. Whilst I accept the need for a system to prioritise road traffic safety schemes, I would suggest that statistics can be very misleading. Mr Heale reports only one accident in the last 3-year period. This relies on road traffic accident statistics from a Police database, but relates to REPORTED personal injury accidents only. This is clearly misleading, as there are clearly many accidents will have not come to the attention of the authorities, and once again I refer back to the attached letter from Mrs Long at 73 Evelyn Drive.

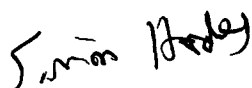
As a GP who also works in A & E, I am all too aware that speed is the main factor affecting the severity of injuries for road traffic victims – for both pedestrians and drivers. The death and injury rates on our roads are still unacceptably high. 3,508 people were killed on Britain's roads in 2003 (a 2% increase on 2002). That is still almost 10 people per day. There are radio adverts on air at the moment read by a child which state "if you hit me at 40mph there is an 80% chance that I will die, if you hit me at 30mph there is an 80% chance that I will live"...

Particularly bearing in mind the locality of the schools at either end of this road, the accident "black spot" at the Evelyn drive/Woodhall gate Junction and the clear level of local concern, I would implore the council to listen to the residents who are concerned at the danger and menace of the traffic using this road before more accidents occur.

I sincerely hope that you are able to do something to help make this a safer quieter road, to help with the congestion problem and to help preserve the otherwise peaceful nature of this conservation area.

Once again my apologies for not being present at this meeting, and thank you for taking the time to consider this statement, petition and attached documents.

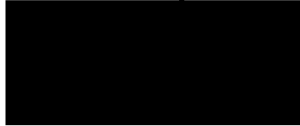
Yours faithfully



Dr Simon Hodes

Cc Mrs Anne Darbourne , Pinnerwood Park Conservation Area Residents Association

Ms A C Long & Mr R G Smith



Mr William Heel
Principal Engineer
Harrow Council
PO Box 37
Civic Centre
Harrow HA1 2UH

27 February 2005

INCREASED TRAFFIC IN EVELYN DRIVE

Dear Mr Heel,

I am writing in support of a petition by Mr Simon Hodes, regarding the need for better traffic calming measures in Evelyn Drive.

Over the past 5 years that we have lived here, we have noticed a marked increase in traffic along Evelyn Drive. Of particular concern is the greater number of cars who fail to observe the 30 miles speed limit. This is a major concern because we have two small children under 6 and we are trying to encourage them to walk along Evelyn Drive to the local school, instead of taking the car. The current speed humps provide no deterrent, as the speeding cars are able to go straight over them without having to slow down.

We feel it would be more appropriate to install the same traffic calming measures that are present in Paines Lane i.e. road narrowing with give way signs.

Another problem is the corner we live on, the intersection of Evelyn Drive and Woodhall Gate. We have seen six accidents in five years, two of which resulted in our fence being knocked down. The main reason for these accidents is that the cars driving south along Woodhall Gate fail to see the give way sign and plough straight into whoever is driving along Evelyn Drive, usually at too fast a speed to see what is coming. The last accident, only a few weeks ago, resulted in one driver mounting the pavement, driving along the pavement for width of our block and ending up across our neighbour's driveway. If anyone had been on the footpath, which fortunately they weren't, there would have been a fatality.

Better traffic calming measures in Evelyn Drive would also help reduce the number of accidents on our corner.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'Amanda Long', written in a cursive style.

Amanda Long

GRIMSDYKE FIRST & MIDDLE SCHOOL

London Borough of Harrow - Education Department



Headteacher:

MRS J LUCKRAFT, B.A. Dip.Ed

Sylvia Avenue,
Hatch End, Pinner,
HA5 4QE

Tel: 020 8428 1324
Fax: 020 8420 1623

Dr S Hodes



22 February 2005

Dear Dr Hodes,

Thank you for your letter concerning traffic in the Pinnerwood Park area.

As you will probably be aware there is a considerable traffic problem around Grimsdyke School, particularly at the beginning and the end of the school day. The school is situated on an estate where the roads were not designed to carry the volume of traffic which they are now required to do and congestion is an inevitable consequence.

Repeated requests to parents for considerate and safe parking away from the designated restricted areas and residents' driveways is not successful although I have had some response from publishing the car registration numbers of persistent offenders.

The school community is asked to operate a voluntary "one way system" at peak times in Sylvia Avenue but this is not always observed. Speed is not generally a problem as there are too many cars causing obstruction for any vehicles to move rapidly.

Unfortunately there never seem to be sufficient traffic wardens available to visit the school environs at the beginning and end of sessions and so no real enforcement of parking restrictions is carried out.

We have tried a number of measures to alleviate the problems – encouraging the use of the local car park in Shaftesbury playing fields, promoting multiple collection of pupils after school, provision of a sheltered drop off and waiting area for parents and requests for parents to park in The Avenue and use the footbridge over the railway. Nothing has reduced the volume of traffic in this area at peak times and the consequent danger to pupils.

I hope this information is of use to you. Please contact me if any clarification is required.

Yours sincerely,

J. Luckraft
Headteacher



Mr William Heel
 Principal Engineer
 Harrow Council
 PO Box 37
 Civic Centre
 Harrow HA1 2UH

February 2005

Dear Mr Heel,

We, as residents of the Pinnerwood Park Conservation area, are concerned by the increasing volume, speed and size of vehicles using Albury Drive and Evelyn Drive.

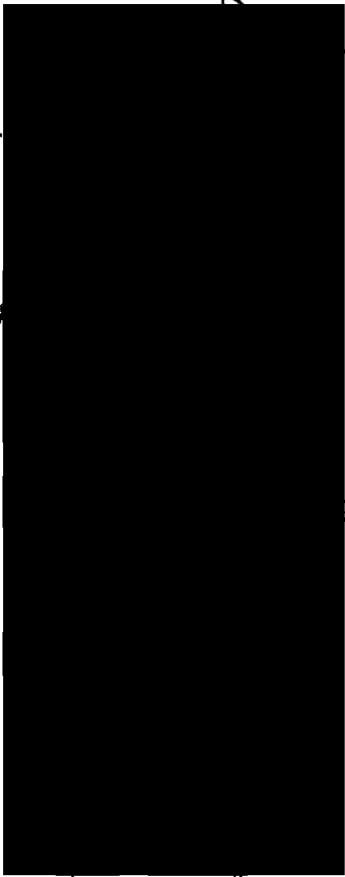
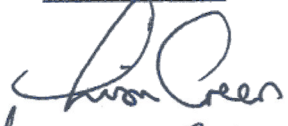

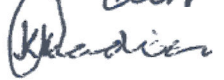
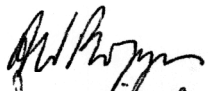

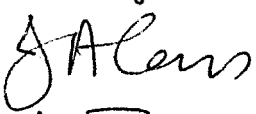

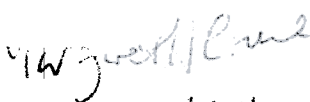
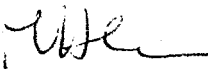
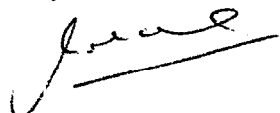
We feel that the traffic is a danger to both the residents and the local school children.

We also feel that the noise pollution is detracting from the nature of the Conservation area.

The current "speed cushions" appear to have little or no impact on the traffic.

We respectfully ask the Council to take measures to address the problem.

Yours faithfully

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>	<u>DATE</u>	
Lisa Green			16/02/05	
ELIVE COENSON			16/2/05	
K. K. KUKADIA			16/2/05	
RITEN K. KUKA			16/2/05	
SAPNA KUKADIA			16/2/05	
D. K. KUKADIA			16/2/05	
A. PHIPPS				19/2/05
S. PHIPPS				
J CASS				19/2/05
M. CASS				19/2/05
				19/2/05
JOHN CRUSH				19/2/05

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LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

Petition Relating to Issues of Damage and Road Safety on Rayners Lane and Neighbouring Streets

Reference from Council – 21 April 2005

- 1(i) At the meeting of Council held on 21 April 2005, the following petition relating to issues of damage and road safety on Rayners Lane and neighbouring streets was presented:

<u>Submitted By</u>	<u>Number of Signatures</u>
Councillor Harriss	54

- 1(ii) The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration as follows:-

(Minute Number 304 (1)):

‘Submitted by Councillor Harriss, containing some 54 signatures of residents of Rayners Lane and neighbouring streets situated close to the Rayners Lane Estate Development, seeking answers from the Council to a variety of questions relating to (i) the lack of notification and consultation after planning applications were submitted to alter the originally approved scheme, (ii) the damage to property and the roads caused by the size and frequency of London Buses along Rayners Lane and (iii) drawing attention to road safety issues as Rayners Lane is the subject of weight restriction for heavy vehicles.

[Part (i) of the petition stood referred to the Development Control Committee and parts (ii) and (iii) to the Traffic Advisory Panel].’

- 1(iii) The petition is in the following terms:-

‘The residents would like answers from the Council of the London Borough of Harrow to a variety of questions relating to the lack of notification and consultation after planning applications were submitted to alter the originally approved scheme.

‘Secondly, they would like to notify the Council of their concerns relating to damage to property and the roads caused by the size and frequency of London Buses along Rayners Lane.

‘Finally they wish to draw attention to road safety issues, as this road is the subject of weight restrictions for heavy vehicles.’

[Note: Copies of the first page of the petition are attached as an appendix to this report. Immediately prior to printing, a further letter was received, attached as Appendix B, which the officers will address at the meeting].

2. The Director of Area Services, Urban Living advises as follows:
 - 2.1 The H12 bus route runs between South Harrow and Stanmore Station, via Rayners Lane. Double deck buses used this route until 1987 (route 209). The decision to change to smaller vehicles was a commercial decision related to the introduction of 'Hoppa' buses. However, this led to complaints about overcrowding. Despite a change to longer single deck buses, overcrowding on the route remained an issue.
 - 2.2 Following continued concern that some parts of the H12 bus route were overcrowded, particularly at school times, Transport for London took the recent opportunity of retendering this route to introduce a number of changes to the service. Earlier and later buses were introduced to serve earlier and later train times and single deck buses were replaced with fully accessible low floor double deck buses. The proposals were the subject of consultation during 2004 and detailed consideration at the council's Bus and Highway Liaison meetings. The suitability of the route for larger buses was examined at a route test involving the council, TfL, the police and the bus operator, Metroline. The changes were implemented in September 2004.
 - 2.2 Following complaints from local residents in March 2005, TfL explained the reasoning behind the change to double deck buses:
 - The size and frequency of buses specified by London Buses is based on the number of passengers using the service at the busiest point;
 - Route H12 serves a number of schools and colleges and the highest demand is when students are travelling;
 - Up to 2004, single decks were used with few supplementary double decks at the busiest time. This was still not sufficient and therefore the proposal to convert to all double decks;
 - Bids were invited from operators for single and double decks. The costs showed that continuing to provide a mixed bus service would cost approximately the same as all double decks without the ability to avoid overcrowding;
 - Passenger usage and service levels are continuously reviewed and mid life changes to contracts are negotiated with operators where appropriate.
 - 2.3 With regard to the weight restriction in the area, this applies to goods vehicles exceeding 7.5 tonnes gross weight, unless they require access to land or premises within the zone. In summary the restriction does not apply to buses or any vehicle, regardless of size or weight, that requires access to the area.

- 2.4 Rayners Lane is a local access road and whilst any weight of vehicle is permitted to use it for access, it's construction is not as strong as strategic or main distributor roads. Following the introduction of larger buses in September 2004 the road condition was inspected in January and again in February 2005 when no structural defects requiring maintenance were found. A further inspection since receipt of the petition has identified deterioration of the carriageway. Further investigation into the extent and programming of remedial maintenance is underway. Budgetary provision exists for local road maintenance. However, officers will investigate the possibility of a funding contribution from TfL towards the maintenance costs.
- 2.5 Councillor Harriss, who presented the petition, has advised of the road safety concern of buses trying to pass each other on the sharp bend at Rayners Lane/Thackeray Close, where there is evidence of vehicles mounting the pavement. The erection of bollards to prevent this seems appropriate and cost effective and Cllr Harriss has been consulted on this recommended action. An alternative course of action would be to introduce temporary waiting restrictions in the vicinity of the bend to allow use of the full carriageway width. Parking associated with the adjacent construction work on the Rayners Lane Estate currently interferes with flow around this bend.
- 2.6 In addition, officers in liaison with the operator, will investigate whether any further traffic management measures are appropriate in the interest of reducing the impact of buses. Following initial liaison, Metroline have instructed drivers to drive with particular care on this part of the route.
- 2.7 With regard to the concern about damage to properties, it is normal practice to carry out a preliminary investigation into any specific claims. Most commonly vibration caused by traffic is transmitted via airborne vibration and is rarely of a magnitude to cause significant damage. However, any specific claim can be looked into.
- 2.8 The section of Rayners Lane between Alexandra Avenue and Eastcote Lane was the subject of a recent local safety scheme. In the 3 years before the scheme there were 11 personal injury accidents. Since implementation in mid 2003, up to December 2004 (the latest month for accident statistics) there was 1 personal injury accident. Whilst it is too early to draw conclusions (3 years is the recommended study period) the early indication is that the scheme has been very successful in reducing accidents. None of the personal injury accidents, before or after the safety scheme, involved buses. As the council's accident records include only accidents involving personal injury, accident reports have been requested from the bus operator to ascertain whether there have been any damage-only accidents involving buses and if so whether there have been more since double deck buses were introduced.
- 2.9 In conclusion, the increase in the size and number of buses along Rayners Lane represents a welcome improvement in service level for bus passengers and is consistent with the council's policy to improve bus services and encourage greater use of public transport. This advantage has to be weighed against the adverse implications of larger buses using local roads. It is

accepted that buses can appear out of scale with the streetscene in smaller local roads and measures to reduce the impact and/or improve safety will be investigated.

- 2.10 It is recommended that the Panel note the on-going investigations with respect to safety and road condition and recommend the Portfolio Holder for Environment and Transport to authorise officers to implement remedial measures as part of the traffic management and road maintenance programmes as appropriate.**

FOR CONSIDERATION

Background Documents: Petitions presented to Council on 21 April 2005.
Minutes of the Council meeting on 21 April 2005.

Contact: Laura Kell, Room 143, Committee Section.
Direct Dial: 020 8424 1265.
E-mail: laura.kell@harrow.gov.uk

Rayners Lane Residents Petition

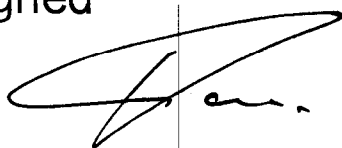
The attached petition was signed by residents of Rayners Lane and neighbouring streets situated close to the Rayners Lane Estate Development.

The residents would like answers from the Council of the London Borough of Harrow to a variety of questions relating to the lack of notification and consultation after planning applications were submitted to alter the originally approved scheme.

Secondly, they would like to notify the Council of their concerns relating to damage to property and the roads caused by the size and frequency of London Buses along Rayners Lane.

Finally they wish to draw attention to road safety issues, as this road is the subject of a weight restriction for heavy vehicles.

Signed



John Evans

Resident
220 Rayners Lane
Harrow
Middlesex
HA2 9TZ

Dear Sir or Madam:

I write on behalf of a number of residents of Rayners lane and wish to draw your attention to the serious concerns we have regarding the housing development on the Rayners Lane estate. I am sure it would be fair to say that in principal all residents in the area welcomed the site being developed initially as the old estate has deteriorated and had numerous problems. However, we are worried about the new scheme for the following reasons:

1) Planning.

Has the scheme been altered since the planning stage? The construction differs very significantly from when it was first exhibited to local residents in 2003. Namely, the "green areas" have disappeared and there are now high rise dwellings where there were none previously planned. If this is the case and local residents have not had the opportunity to voice their concerns/ opinions, how can the council and the developers have been given the 'go ahead' to build? If this is not the case, then when and where were local residents given notice that the scheme had changed? Please provide dates.

2) Safety

There are grave concerns as to the safety of the corner of Rayners Lane (201) and the new development looks as if it is going to make this situation more acute. Previously, because the old buildings were set back from the road there was better visibility whereas now, buildings are brought as close to the boundary as possible and are much taller. Also, if cars park on Rayners Lane down the hill from 201, there is barely enough room for single lane traffic and congestion is inevitable.

On a related matter to this, the council seem to have exchanged all single deck buses on this route for double deckers, and the buses are driving faster and more aggressively on this blind corner. There have been a number of accidents already and we have no doubt there will be more.

3) Privacy

Obviously, buildings which are higher and closer to surrounding residents' homes are going to be an invasive vantage point into houses and gardens in the near vicinity. Again, on a related matter, passengers on the top deck of the double decker buses also have a view straight into the first floor bedrooms of 205, and 203 Rayners lane and this is very unpleasant for the residents of those properties in particular.

4) Sympathy to the surroundings

The development, particularly the high rise sections are visually very harsh, and no attempt has been made to blend into the housing already here since the 1930s. We were assured that the new development would be on a like for like basis but this is clearly not now the case and a cynical view would be that the developers have crammed in as much property onto the site to maximise profits rather than build something which will improve the quality of life in the community. I note on the contractors' hoarding 'Considerate contractors' with their logo being one of rolling hills, with a picturesque little village nestled in the middle. This seems to add a perverse irony to the development we are having imposed on us.

5) Additional strain on services in the area

You may remember the problems local residents had with water pressure delivery a short time ago. This is now largely resolved but the water board said that the new development would be a like for like build and therefore would cause no further strain on an already struggling service of water. Please will you confirm how many people the old scheme housed and how many will be housed when the new scheme is completed?

6) Parking

Please confirm what car parking provision there is to be for the residents of the new development that we may be assured that there will be adequate parking and that the congestion problem will not be exacerbated.

In conclusion if you could send your views and actions to be taken as a matter of some urgency

Yours Sincerely,

Residents of Rayners Lane

Rayners Lane Estate Development

Introduction

It is important to point out that although the local residents of Rayners Lane are voicing criticism of the housing development at the moment the community had initially welcomed the old estate being redeveloped. It would be fair to say that old estate had more than its fair share of problems both in terms of those living on it and near to it. The buildings had deteriorated badly, there were a lot of dwellings which had fire damage, vandalism and anti social behaviour was common as was the presence of the police and fire brigade. The general view was that a new development could be nothing other than an improvement. Now we are not so sure.

What the old estate had in its favour was that the buildings were 'low level' i.e. no higher than two stories, and the dwellings were spaced out to provide a feeling of space with grassy areas and lots of trees. It is clear from what has been built so far that there will be precious little in the way of 'green areas' and indeed the site has been planned to facilitate the densest possible provision of housing. The sense of betrayal felt by the residents that the borough could approve a scheme that does not improve but actually detracts to the quality of life from residents affected by this development is overwhelming. Particularly as the scheme does not appear to resemble what was initially proposed and put before the community to agree back in 2002 (?)

Questions

1. Has the scheme been changed since it was put before local residents?
2. When were changes made (dates)?
3. Were the changes put before the local residents (dates)?
4. Where are the green areas to be situated? It looks like any greenery to be provided is not going to be visible by persons outside the new estate as;
 - you have built right up to the boundary,
 - the new buildings face inwards (in other words no front gardens or grass verges to soften to look from the outside,
 - the new buildings are crammed on to the site so as to leave no space for anything other than access and, I assume, minimal parking for the new residents.
5. Will there be adequate parking for the residents of the new estate?
6. How many people did the old estate house?
7. How many people will the new estate house?
8. What happened to the assurance that there was going to be a "like for like" assurance we were given?
9. Will the, already stretched water supply cope with the increased population density of the new development? Refer to the long-standing dispute with Three Valleys Water where they said we are located at the furthest point away from the reservoir and they struggle to meet the minimum demands of the area as things are!
10. The fact that the buses used for the Rayners Lane route are now exclusively double deckers is a worry to the residents for the following reasons:
 - The top level passengers are on exactly on the same level as the first floor bedrooms, *at the rear* of the properties of the owners of the properties, this is an invasion of privacy and very unpleasant.
 - The weight of the buses causes the properties at No.'s 201 and 203 i.e. the corner to shake as the vehicles make their turn. What is the weight limit for public transport on Rayners Lane?
 - The buses very often mount the pavement to make their turns, which obviously is very dangerous for pedestrians.
 - The feeling of power enjoyed by bus drivers (in general) seems to promote a very aggressive driving style i.e. approaching a blind corner very fast, honking of horns, and intimidating other road users, etc.
11. What proposal is being put forward to make the corner (i.e. at No.201) safer for pedestrians, and driver's once the development is completed?
12. What does 'Warden Housing' mean?
13. What percentage of the scheme will be privately owned and how much will be Council rented?

Name	Address	Signature
W CATHEART	201 RAYNERS LANE	W. Cathcart
K "	" " "	K. Cathcart
MRS MRS B PATEL	210 RAYNERS LANE	B Patel
MR & MRS R. PATEL	218A RAYNERS LANE	Raj Patel
MR & MRS J. EVANS	220 RAYNERS LANE	J. Evans
MR + MRS. RAVINDRAN	205 Rayners Lane	J. Ravindr
MR & MRS E WILCHER	203 RAYNERS LANE	E. Wilcher
MR & MRS A. PATEL	214 RAYNERS LANE	A. Patel
MR AJAY SALUJA	216A RAYNERS LANE	Ajay Saluja
MR & MRS SHANTHAKUMAR	216B RAYNERS LANE	R. Shanth
MR & MRS HASSAN	79 FAIRVIEW CR	M. Hassan
A. Schurty	77 Fairview CR	A. Schurty
MR HRS Buckley	73 Fairview CR	H. Buckley
MISS. E. LIDINGTON	71 FAIRVIEW CRES	E. Lidington
ANDREW LEMAR	215 Rayners Lane	A. Lemar
MR S ENGINEER	211 RAYNERS LANE	S. Engineer
NICOLA ROCHFORD	211 RAYNERS LANE	N. Rochford
Reshma Tanna	213 Rayners Lane	Reshma Tanna
J. Tobin	217, Rayners Lane	J. Tobin
J Smith.	234 Rayners Lane	J. Smith
Hemlata. Dattani	224 Rayners Lane.	H. Dattani
P. CHACKFIELD	227 Rayners Lane	P. Chacksfield
C. Chacksfield	227 Rayners Lane	C. Chacksfield
A. RATHOD	229 RAYNERS LANE	A. Rathod
Neville de Silva	231 Rayners Lane	N. de Silva

LAURA KELL

Traffic Advisory Panel
 Harrow Council
 Civic Centre
 Station Road
 Harrow
 HA1 2UY

MR E WILCHER
 203 RAYNERS LANE
 HARROW
 MIDDX

9TX

Dear Sir/Madam

6TH JUNE 2005

H12 bus route via Rayners Lane

I write with reference to the re-introduction of double decker buses on the H12 route via Rayners Lane. I am one of many householder's directly affected by the use of these vehicles and very strongly that this decision be reviewed. It is very clear from all the residents I have spoken to that there is universal unhappiness about this situation and as people directly affected it would be nice to feel we are being listened to and taken seriously. There are some points I would like clarification on to this end:

1. Why has there suddenly been a need to double the size of the buses on this route? Certainly, virtually every bus that passes my house **never** has more than half a dozen people on board. Indeed most of the time the buses are practically **empty**. Have you undertaken research to establish the actual demand for all sections of this route? It would be very easy for me to give you evidence of 'empty' buses at all times during the day and night, if proof is necessary.
2. Where my property is situated the top deck of the bus is on the same level as the back bedroom of my house and passengers have a direct view into it. Also, the orientation of the house in relation to the road is such that passenger's eyes will naturally be drawn in that direction (i.e. they are at right angles to each other). There is surely a privacy issue here.
3. I note that in the newspaper article (Thursday May 26th 2005) a TFL spokes person stated that "in general public service vehicles are exempt from weight restrictions". Are public service vehicles exempt **in this instance**? If so could we be referred to the appropriate ruling (including which public service vehicles- it makes sense for fire engines to be exempt)? I find it impossible to believe that if there is a potential problem with the infrastructure of a particular road that the heaviest, and by far the most frequent user i.e., buses, could be exempted. I note also that notices have recently been put up on other, similar size roads, *specifically* barring heavier public service vehicles.
4. The weight restriction sign states "except for access" please clarify how this fits in to a general exemption for approx. 120, twelve ton (?), buses per day.
5. Regarding damage to infrastructure I also note from the article that Cllr Clive Harriss (a member of the council's traffic and road safety panel) state that "these

huge vehicles cause a great deal of damage to roads in the area... particularly in Rayners Lane ". Surely, a residential street such as Rayners Lane was not designed and built for use on this scale, you only have to look at the buses *trying* to make the turn at 201 Rayners Lane to know that this is very wrong.

6. The low vibration caused by the engines of these vehicles is very noticeable to residents and seriously undermines the quality of life, not to mention the damage caused to their windows etc. This is particularly significant on the corner of 201 Rayners Lane where a very 'hard right/left turn. Can you perform some tests to establish whether this within reasonable limits?
7. The height of the double deckers gives a vantage point of passengers on the top deck a birdseye view into residents back gardens, again surely a privacy issue here?
8. Regarding safety buses making the 'blind' turn at 201 Rayners Lane have to do so in a way which is clearly unsafe to other motorists and pedestrians (kerbs being mounted for example). Have all 'junctions' on this route been risk assessed, and if so when?

As you can probably tell by the tone of this letter I, along with many other residents, are extremely unhappy about the decision to reintroduce double decker buses on this route. We would therefore like you to consider the points we have raised and let us have a full response to all the issues raised at your earliest convenience?

Yours faithfully,



E Wilcher

Cc Cllr Clive Harriss, Chris Noyce, Keith Burchill, Berjis Daver, Anthea Marks, Laura Kell.

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

Petition Suggesting Traffic Options to Improve Parking on Georgian Way, Harrow Hill

Reference from Council – 21 April 2005

- 1(i) At the meeting of Council held on 21 April 2005, the following petition recommending a number of traffic options for Georgian Way, Harrow Hill was presented:

<u>Submitted By</u>	<u>Number of Signatures</u>
Councillor Mrs Kinnear	26

- 1(ii) The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration as follows:-

(Minute Number 304 (2)):

‘Submitted by Councillor Mrs Kinnear, containing some 26 signatures of residents of “Georgian Way, Harrow Hill” referring to the ongoing problems of St. Dominic’s School students parking in their road and recommending a number of traffic options to be considered by the Council at the earliest opportunity.’

- 1(iii) The petition is in the following terms:-

‘We, the undersigned, hereby request, in view of the ongoing problems of St. Dominic School students parking in our road that the following options for new regulations be considered at the earliest opportunity’

[Note: The petition comprised a series of identical letters one signed by each petitioner a single copy is attached as **APPENDIX A** of this report, together with additional comments made by petitioners during further investigations by officers at **APPENDIX B**].

2. The Director of Area Services, Urban Living advised as follows:

2.1 Investigations by officers has confirmed that the configuration of the junction of Georgian Way and Mount Park Avenue is such that parking within 10 metres in any direction would be likely to cause access problems. After due consideration it is concluded that the highway would benefit from an “At any time” (double yellow line) waiting restriction at the junction as shown at **APPENDIX C**.

2.2 It will be seen from the plan at **APPENDIX C** that Georgian Way is a cul-de-sac with a turning head at its end. It is important that this turning facility be kept

clear of parked vehicles to enable large vehicles to turn and travel back to Mount Park Avenue in forward gear. It is therefore concluded that an “At any time” waiting restriction be provided as shown on the plan at **APPENDIX C**.

- 2.3 The carriageway width is 5.5 metres. This width is insufficient to accommodate parking on both sides of the carriageway. However the width is sufficient to accommodate parking on one side. If parking were restricted to one side then the parking capacity of the road would be optimised and it would be less likely that the road would be obstructed. If a single line waiting restriction were introduced on one side of the road, in operation for one hour in the morning and one hour in the afternoon, then it would be likely that all parking would take place on the other side of the road and that nuisance and inconvenience to both residents and other users would be much reduced.
- 2.4 The options considered at paragraphs 2.1, 2.2 and 2.3 are considered preferable to the implementation of a controlled parking zone (CPZ) because of the concern that displaced parking would be problematic. In the wider context, the principle a CPZ on “The Hill” has not been supported previously and is not recommended.
- 2.5 It would be necessary to consult the residents, before drafting the required traffic regulation orders, to discover the residents’ preferences in respect of the operation times of the controls and which side of the road the single line should be.
- 2.6 The estimated cost of proposals is £5,000, which can be funded from the Traffic Management Budget.
- 2.7 **It is recommended that the Panel recommend to the Portfolio Holder for Environment and Transport that officers be instructed to consult the residents and, subject to the results of the consultation, advertise all necessary traffic orders and, subject to the consideration of any objections to the making of the orders, implement the waiting restrictions as shown on the plan at APPENDIX C.**

FOR CONSIDERATION

Background Documents: Petition presented to Council on 21 April 2005.
Minutes of the Council meeting on 21 April 2005.

Contact: Laura Kell, Room 143, Committee Section.
Direct Dial: 020 8424 1265.
E-mail: laura.kell@harrow.gov.uk

Michael J. Davidson B.D.S.

8 Georgian Way, Harrow on the Hill

Middlesex, HA1 3LF

Tel: (h) 020 8423 8128 (m) 07977509004 (f) 020 8423 6923

e-mail mike@mikeandjulia.co.uk

8th April 2005

Dear Neighbour,

I am sure that you must be as infuriated and frustrated by the continued appalling state of congestion and inconsiderate parking by the students of St Dominic's as we are.

I have repeatedly telephoned the Police, Harrow Council and the School to complain and to warn that a serious accident is just waiting to happen at the corner of Georgian Way and Mount Park Road/Avenue, as well as the potential disaster that could result from the inability of emergency vehicles to get down our road. In addition, the aggressive attitude displayed by the students when politely asked to move their vehicles leads me to believe that confrontation could easily lead to nasty incidents. The Students and their vehicles need to be accommodated elsewhere away from our road. Surely that responsibility is down to the School itself, an issue they have dodged for years!

After speaking to Mr. Brown, Transportation and Parking Enforcement of Harrow Council, I was put in touch with Mr. Steven Swain, Transportation Planning Department for the Council. He informed me that TEMPORARY yellow lines were replacing the present white cross-hatched lines at the corner of Georgian Way and Mount Park Avenue, whilst, wait for it, building works were in progress at the School! He stressed that these were only temporary. When I argued that we had been pressing for some permanent solution to Georgian Way's complaints for many years, he suggested a petition from all Georgian Way residents. I have therefore enclosed a form which you could complete and return to me so as to try to improve what has become a nightmare scenario in our once pleasant road.

It seems that when ordinary applications are made for developments or extensions, parking is the main or chief consideration. Yet when St Dominic's extends its facilities, inevitably bringing more students and consequently more vehicles, the Council immediately places temporary yellow lines, a restriction we have been pleading for years!

I have listed options that I think are relevant. Please feel free to make your own suggestions and let us approach this problem united to see if at last we can make some impact.

Yours sincerely


Michael and Julia Davidson



X





x

FROM THE RESIDENTS OF GEORGIAN WAY, HARROW HILL, MIDDLESEX

To Mr. Steven Swain,
Transportation Planning Department,
Harrow Civic Centre
Harrow Middlesex.

We, the undersigned, hereby request , in view of the ongoing problems of St. Dominics School students parking in our road that the following options for new regulations be considered at the earliest opportunity.

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- 2) Residents parking for Georgian Way. As new building at St. Dominics is completed more students and their vehicles will require parking. As Georgian Way is already overflowing during the day surely the time has come for the School to **provide parking on its grounds rather than continue to cause anger and frustration for Georgian Way residents who have been silent long enough!**
- 3) Selected yellow lines down Georgian Way where present parking makes emergency vehicle access difficult if not impossible. This applies particularly to the corner of Georgian Way as per 1) above.
- 4) Recent confrontations with students lead us to believe that tempers may shortly boil over. Please make every attempt to remedy this situation before inevitable escalation!

Signed:

Name :

No.


J. D. PRICE

12 Georgian Way.



P. E. M. P. C. E.

- 5) WE NEED ASSISTANCE TO PREVENT STUDENTS FROM TRESPASSING THROUGH 12 GEORGIAN WAY AND CHRIST CHURCH (WHICH IS A SHORT-CUT TO ROXBETH HILL.) THEY ARE RUDE, AGGRESSIVE, CAUSE PHYSICAL DAMAGE, DROP LITTER AND IGNORE THE 'PRIVATE' SIGN.

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Signed:

Name :

DR P ATTRAN

No.

190 GEORGIAN WAY

MY DRIVEWAY HAS BEEN BLOCKED
ON MANY OCCASIONS BY STUDENT CARS
THIS HAS LED TO SUBSTANTIVE DELAYS
IN MY LEADING VARIOUS ACTIVITIES
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Signed:



Name : TAHER TAMEB

No. 17

5. There is always a lot of rubbish, litter left outside our houses after the students have finished their lunch on Georgian Way. Not to allow students to gather outside our houses in college hours

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Signed: B Rajan

Name : MISS. BHAVNA RAJAN

No. 1

- (5) Due to lack of space on the road heavy vehicles are forced to go over my lawn space This has resulted in deep tyre ditches on my front lawn
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A ward Councillor and officers have attended a meeting of the newly formed Georgian Way Residents' Association and have had several telephone discussions with residents. Residents' concerns are summarised as follows:

- a) Parking at the junction of the Georgian Way and Mount Park Avenue prevents larger vehicles from accessing Georgian Way. Residents are concerned that the emergency vehicles might not be able to gain access to the street, if required. This is perceived as the highest priority.
- b) Student parking in Georgian Way has led to confrontation between residents and students and the petition mentions anger and frustration. Residents report that some vehicles are forced to drive over soft verges causing damage.
- c) Residents have reported that some students have parked across driveways making it difficult and sometimes impossible for them to gain access to the road.
- d) The petition requests that yellow lines be provided at the junction of Georgian Way and Mount Pak Avenue/Road and that Georgian Way be made a controlled parking zone (CPZ).
- e) Many residents have reported unpleasant and rude behaviour by students including trespass, damage of property, loud music from cars and litter.
- f) The residents hold the view that the college should take more responsibility for the problem and provide sufficient parking facilities on their site.

This appendix consists of an ordnance survey map which is not available electronically.

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

**Petition Requesting the Improvement of the Safety of the Crossing at the Intersection
of The Ridgeway / Imperial Drive**

Reference from Council – 21 April 2005

- 1(i) At the meeting of Council held on 21 April 2005, the following petition requesting the improvement of the safety of the crossing at the intersection of The Ridgeway and Imperial Drive was presented:

<u>Submitted By</u>	<u>Number of Signatures</u>
Councillor Anjana Patel	1000

- 1(ii) The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration as follows:-

(Minute Number 304 (3)):

‘Submitted by Councillor Anjana Patel, containing some 1,000 signatures of local residents urging the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane and proposing various initiatives to address the perceived problems for the consideration of the Council.’

- 1(iii) The petition is in the following terms:-

‘We, the undersigned petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.’

[Note: A copy of the first page of the petition is attached as an appendix to this report, together with letters supporting the petition].

2. The Director of Area Services, Urban Living advised as follows:

2.1 As a result of the many requests received for pedestrian crossing facilities at this junction and for measures to make the northbound and southbound right turns from Imperial Drive safer the Traffic Signals Unit at Transport for London has recently conducted a study into what improvements could be made. This concluded that the best option for dealing with the right turn problem was to provide a separate phase within the signal sequence for each approach. Right turners would then be able to turn freely, unopposed by other traffic flows. This phasing would also allow pedestrians to safely cross each arm of the junction in

two stages, crossing the junction entry when traffic is held by a red light and crossing the exit when the corresponding entry traffic gets a green signal and traffic on all other approaches is stopped. However, the changes in signal timing needed to bring this about would lead to increased queuing and delay on some approaches, in particular on The Ridgeway approaches. Given the level of congestion already being experienced at the junction this will in turn lead to more traffic diverting into side roads such as Alfriston Avenue, Church Drive, Lancaster Road and Elm Drive and would have safety and environmental implications for residents and pedestrians within these roads. It is clear from the work done that, to deal with the difficulties faced by pedestrians in this area, a much more comprehensive study is needed than one that focuses solely on the Imperial Drive/The Ridgeway junction.

2.2 Consultants have recently been appointed to prepare a Safer Routes to School scheme for Longfield First and Middle Schools which will investigate the needs of pedestrians and in particular school children, throughout this area. They are currently working with the school to develop a school travel plan that will include a detailed look at the way children and staff travel to and from school and look at ways in which walking/cycling routes to the school can be improved. As part of this process staff and parents are being asked to identify problem areas that are a deterrent to walking and cycling to school. This will allow a detailed picture to be built up of the needs in the area and allow a comprehensive set of proposals to be identified to deal with those problems. The petition submitted to Council and the supporting suggestions will be made available to the consultant to help inform those proposals.

2.3 The initial phase of the work gathering information from staff, parents and children on current travel methods and on problem areas that are a deterrent to walking will be completed by mid-June. Proposals based on this information will be investigated in more detail and drawn up over the summer ready for public consultation in the autumn. From late autumn through winter the public consultation responses will be analysed, suggested modifications incorporated where appropriate and final proposals drawn up in detail for approval. Any statutory processes necessary such as publication of traffic orders will also be completed in this period. A bid has been made to Transport for London for funding to construct the scheme in 2006/07. The most appropriate time for construction is likely to be during the school summer holidays in 2006, particularly for any works in close proximity to the school.

2.4 It is recommended that the Panel note the report and the on-going study to improve pedestrian facilities in this area.

FOR INFORMATION

Background Documents: Petition presented to Council on 21 April 2005.
Minutes of the Council meeting on 21 April 2005.

Contact: Laura Kell, Room 143, Committee Section.
Direct Dial: 020 8424 1265.
E-mail: laura.kell@harrow.gov.uk

28 January 2005

To the London Borough of Harrow Council

We the undersigned, petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.

In this current push from the government to increase the number of children who walk to school, it is very difficult to do this when facing such a dangerous intersection. You should support us and provide a safe walking environment.

A walking bus from the car park of St John Fisher Church to St John Fisher School has been investigated and dismissed solely because of the danger of taking a large group of children across the intersection.

During the school rush periods, there is rarely a time when cars are not trying to cross the half of the road in front of The Ridgeway Surgery. When there is a red light for cars traveling straight along Imperial drive, cars from The Ridgeway are trying to turn and often try to beat the lights and turn at pace. The drivers are usually impatient with pedestrians, indicating with hand actions or verbal abuse that they have right of way, as the lights are green for them. There is no pedestrian light and a pedestrian standing and waiting is not able to see what the lights for the cars are doing. If you are not familiar with the way the lights change and mature enough to look in three directions as you are crossing, it is very dangerous to cross. There are often cars queued across the intersection at peak times.

The numerous community groups that use this intersection include:

- School children who attend St John Fisher First & Middle School, Longfield First & Middle School, Whitmore High School, Nower Hill High School
- The Ridgeway Drs Surgery
- St John Fisher Playgroup & Toddler Group
- Parishioners of St John Fisher Church
- St Alban's Playgroup
- Parishioners of St Alban's Church
- Elmfield Chapel Play and Toddler Group
- Rayners Lane Baptist Toddler Group,
- Users of North Harrow and Rayners Lane Libraries
- The dentists opposite the Ridgeway Drs Surgery
- Local Parents and Child minders taking children to parks, schools and playgroups
- Brownie and Scout groups

13 Parkthorne Close
North Harrow
Middx. HA2 7BX

1st March 2005

Dear Sir

**Re: Pedestrian Safety At The Junction Of Imperial Drive
And The Ridgeway, North Harrow**

The present traffic light control at this junction allows for three phases of traffic movement, i.e. (1) Imperial Drive, (2) Ridgeway (eastbound) and (3) Ridgeway (westbound). All include the movement of turning traffic as well as that travelling straight across the junction.

This complex movement of vehicles makes crossing on foot of any of the roads' intersections extremely hazardous, even using the central refuges, especially for pedestrians who do not know the sequence (1) – (3) above. Cyclists also are faced with the same problem.

A possible solution to the problem as far as pedestrians and cyclists are concerned could be to introduce an additional phase as follows:
Pedestrian red/green signals, placed at all four crossing points and activated by a push-button on any one of them would stop all vehicles in both roads for a period of – say – 20 to 30 seconds. This interval would allow ^{allow nose} on foot to cross in one go (e.g. a column of schoolchildren under supervision). Any shorter interval could split the column and might trigger a dash across the road by a child trying to catch up with those already across. ROSPA may have recommendations on the safe time interval for large groups 'in crocodile' in such a case as outlined above.

If this system were implemented, the phasing would become:

- 1 Traffic proceeding along Imperial Drive in both directions, including left and right turns into the Ridgeway.
- 2 A stop on Imperial Drive traffic and a short delay to clear turning traffic prior to the button-operated pedestrian lights on **all four** arms of the junction to signal the green for those on foot etc., to cross any road. This phase would only come into operation by push button at any of the four crossing points.
- 3 Pedestrian lights revert to red and traffic in the Ridgeway going towards the "cattlebridge" goes ahead, or turns left or right, as before.

4. When (3) above is stopped, Ridgeway traffic going towards St. Albans Church is released, again going ahead or turning left or right.

Phase (2) above would not come into play unless the pedestrian control buttons on any of the four arms of the junction were pressed. This would not automatically stop all traffic at once but activate once the Imperial Drive flow had been stopped, keeping the overall traffic pattern basically the same as before.

SUPPLEMENTARY : IMPROVEMENTS TO TRAFFIC CONTROL AT THIS JUNCTION

- 1 Introduction of turn indicator markings on the road surface of Imperial Drive (see sketch) to stop the practice of drivers passing near side to near side, thereby blocking each other's view of oncoming traffic.
2. A yellow hatched area on the Imperial Drive lane to North Harrow only (not in the turning area for the Ridgeway) to stop traffic from Rayners Lane to North Harrow completely blocking the Ridgeway exit for traffic heading towards the "cattlebridge" or turning right to Rayners Lane. At peak times particularly, drivers in the Ridgeway have sometimes to wait for two complete sequences of lights and even then have to weave between cars to get across the junction.

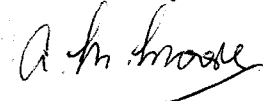
Installation of a missing repeater signal on the North Harrow side island of Imperial Drive would enable drivers to obey more easily the yellow hatching requirement.

3. As the eastern side of the Ridgeway is not aligned with its opposite number, cars crossing can find either a vehicle on the near side which was in a 'left turn' position whilst waiting at the lights, attempting to push into what is effectively a single traffic lane on the "cattlebridge" side of the junction. Also, cars on the right at the lights sometimes are not turning right but going straight across, trying to push into the "cattlebridge" stream. To obviate this, the Ridgeway junction on the St. Albans Church side which takes this traffic could be divided into two lanes : the near side lane for 'Left Turn Only' and the offside for 'Ahead and Right Turn'. If the present lane were considered too narrow to effect this, there would seem scope to widen the road, without detriment to pedestrian safety or of the adjacent flowerbed.

A non-scale sketch of the above suggested layouts is attached.

I hope that you find these suggestions useful and look ^{forward to} hearing from you.

Yours faithfully



Mr A M Moore



Friends of St John Fisher School

Melrose Road, Pinner, Middlesex, HA5 5RA

All Correspondence to: The Secretary

Registered Charity No. 1046636

Phone: 020 8868 2961

21 January 2005

To the London Borough of Harrow Council

We the undersigned of St John Fisher First and Middle School, petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.

We have met the terms of our walk-to-school commitment that the council put on us for the expansion of St John Fisher School and have done so since we have expanded the school. You should support us and provide a safe walking environment.

During the school rush periods, there is rarely a time when cars are not trying to cross the half of the road in front of The Ridgeway Surgery. When there is a red light for cars traveling straight along Imperial drive, cars from The Ridgeway are trying to turn and often try to beat the lights and turn at pace. The drivers are usually impatient with pedestrians, indicating with hand actions or verbal abuse that they have right of way, as the lights are green for them. There is no pedestrian light and a pedestrian standing and waiting is not able to see what the lights for the cars are doing. If you are not familiar with the way the lights change and mature enough to look in three directions as you are crossing, it is very dangerous to cross. There are often cars queued across the intersection at peak times.

The numerous community groups that use this intersection include:

School children who attend St John Fisher First & Middle School, Longfield First & Middle School, Whitmore High School, Nower Hill High School

The Ridgeway Drs Surgery

St John Fisher Playgroup & Toddler Group

Parishioners of St John Fisher Church

St Alban's Playgroup

Parishioners of St Alban's Church

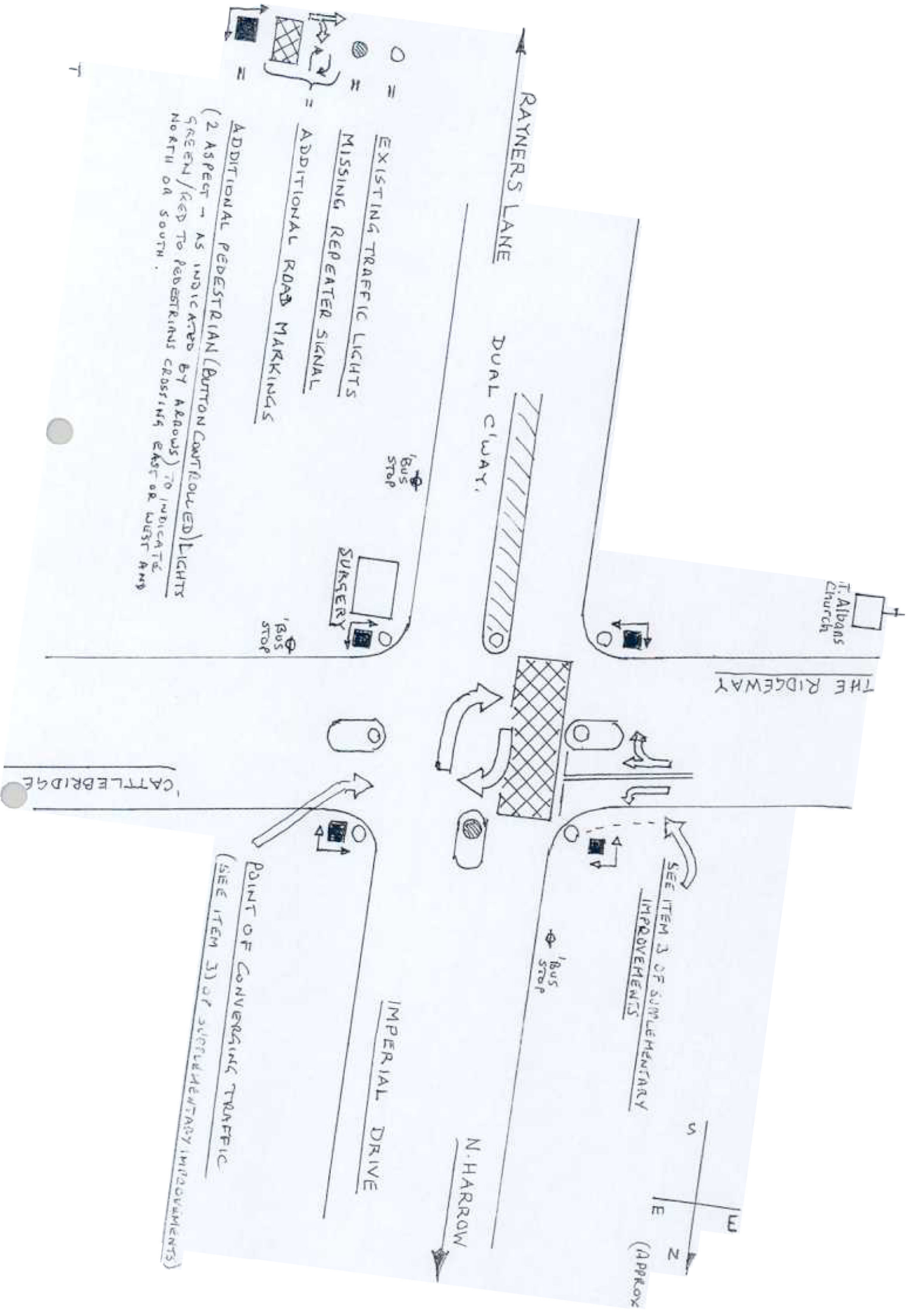
Elmfield Chapel Play and Toddler Group

Rayners Lane Baptist Toddler Group,

Users of North Harrow and Rayners Lane Libraries

The dentists opposite the Ridgeway Drs Surgery

Local Parents and Child minders taking children to parks, schools and playgroups.



To the London Borough of Harrow Council

We, the undersigned petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.

Signed	Name	Address	Occupation
<i>John McDonnell</i>	J. Mc DONNELL	12, OAKINGTON AVE	PLASTER
<i>H McDonnell</i>	<i>Margaret McDonnell</i>	16 Ridgeway Ave N. Harrow	Housewife
<i>John Kent</i>	SINEAD KENT	81 Village Way -	Retired WHO NEEDS TO KNOW!
<i>Sinead Kent</i>	SINEAD KENT	74 KINGSFIELD AVE N.H. HARROW	
<i>Marie Ivory</i>	MARIE TWOMEY	6 PARK DR. N. HARROW.	Housewife
<i>John Evans</i>	JOHN EVANS	9 OAKINGTON AVE HARROW	PROJECT MANAGER
<i>Peter Wells</i>	<i>Peter Wells</i>	48 Cambridge Rd	Chartered Surveyor
<i>L. Hobbs</i>	C. HOBBS.	19 ALFRED STON AVE N. HARROW	PRINT FINISHER
<i>E. Stenitz</i>	E. STENITZ	36 HILLTOP AVE PINNOR	Consultant
<i>M.B. Evans</i>	M. B. EVANS	11 Ledbrook (Oak, Pinner)	Secretary
<i>Queenie Lee</i>	Q. LEE	123 CATHON AVE .S. HARROW	RETIRED
<i>B. Twomey</i>	B. TWOMEY	6 Park Drive HARROW	MEDICAL DOCTOR.
<i>J. Shelly</i>	J. SHELLY	51 WEZBECH RD HARROW	RETIRED
<i>J.E. Vaz</i>	J. E. VAZ	28, St. Ursula Grove, Pinner.	Retired
<i>J. Hughes</i>	J. HUGHES	12, Dove Park, Pinner	Retired
<i>C. Ross</i>	C. ROSS	37 Park Road Harrow	Housewife
<i>J. Durcan</i>	J. DURCAN	25 CROUCESTER RD N. HARROW	WORKER & TAXPAYER
<i>J. Ashe</i>	J. ASHE	47 IMPERIAL CLOSE	PRINTER
<i>S. English</i>	S. ENGLISH	49 LANKERS DRIVE N. HARROW	contracts manager
<i>B. English</i>	BRIDGET ENGLISH	49 LANKERS DRIVE N. HARROW	COMMUNITY NURSE
<i>Joe Reilly</i>	JOE REILLY	41 WORPLE WAY, HARROW, MIDX.	OPERATIONS MANAGER
<i>S. Howells</i>	S. HOWELLS	44 THE AGENCIE, PINNOR	CLASSROOM ASSISTANT
<i>K. Howells</i>	K. HOWELLS	"	CHEF
<i>S. Rogers</i>	S. ROGERS	37 BARKTHORNE DRIVE N. HARROW	RETIRED



Meeting:	Traffic and Road Safety Advisory Panel
Date:	21 June 2005
Subject:	Uxbridge Road, Hatch End – Road Safety Scheme
Responsible Officer:	Andrew Trehern, Director of Area Services, Urban Living
Contact Officer:	Steve Swain, Transportation Manager
Portfolio Holder:	Environment and Transport
Key Decision:	No
Status:	Part 1

Section 1: Summary

Decision Required

That officers be authorised to take all necessary steps to implement the proposed Local Safety Scheme shown at Appendix A including advertising the traffic orders detailed at Appendix E and consult the frontages where yellow line waiting restrictions are proposed between Milne Feild and Rowlands Avenue and at Grimsdyke Road, Cornwall Road, Woodriding Close, Westfield Park and Dove Park in parallel with advertising the traffic orders and to implement the scheme subject to consideration of objections (if any).

Reason for report

To gain approval to implement the proposed scheme. The road safety benefits of the scheme, particularly the expected reduction in accidents and severity, would help towards the achievement of the Council's accident reduction target for killed and serious injury casualties as required by the Local Public Service Agreement (LPSA).

Benefits

- Road safety improvements
- Pedestrian facilities
- Speed reduction
- Fewer injury collisions (a Best Value Performance Indicator [BV99])
- Traffic flow improvement
- Cycle facilities

- Statutory duty

Cost of Proposals

The estimated cost of the scheme is £50,000. This will be funded from the agreed LPSA Road Safety Capital Budget under a Local Public Service Agreement between Harrow Council and the Government. The total funding agreed for the road safety schemes is £380,000 which will be used to implement three further road safety schemes.

Risks

- Objections may be made to the proposed traffic orders.
- Insufficient staff time has resulted in slippage. Further slippage could prejudice implementing scheme this financial year when the LPSA funding arrangement is available.

Implications if recommendations rejected

- LPSA accident reduction target may be affected
- Possible loss of LPSA funding facility
- Possible loss of additional LPSA funding

Section 2: Report

2.1 Brief History

2.1.1 Uxbridge Road (A410), Hatch End is on the Local Safety Schemes programme for implementation in this financial year. It is one of four schemes included in the Local Public Service Agreement in which the Council has agreed to stretch its road traffic Killed and Seriously Injured (KSI) casualty target to below the national target of 93 by 2005. The agreed target is 90 KSI.

2.1.2 There have been 36 recorded injury accidents on this section of the A410 in the three year period (to 31st October 2002). The percentage of killed and serious injury accidents for the route is almost double that for similar roads in Borough.

2.1.3 The percentages of pedestrian, pedal cyclist and powered 2-wheeler casualties are similar to those recorded in the Borough as a whole. The number of accidents occurring in darkness or wet road conditions are significantly higher than in Harrow overall. The lighting has been upgraded recently and the section of road prone to wet road accidents was re-surfaced last year. These measures should reduce these types of accidents.

2.1.4 This length of the A410 is approximately 1.4 kilometres. The section east of Grimsdyke Road forms part of the London Cycle Network (LCN), and is a well used bus route. Hatch End underground station and Hatch End Shopping

Centre are the main generators of pedestrian traffic, particularly with the large number of restaurants in the area.

2.2 Options considered

- 2.2.1 The principle objective of the scheme is to reduce accidents. It is proposed to install measures to reduce speeds, minimise conflicts, improve surface skidding resistance, and improve facilities for pedestrians and cyclists. In addition, it is proposed to introduce gateways at both approaches to the Hatch End shopping area.
- 2.2.1 In the shopping area, the scheme would change the character of the road by gateway treatments, cycle lanes, buff anti-skid surfacing, and double yellow line waiting and loading restrictions at Grimsdyke Road and Cornwall Road junctions (see Appendix A). The proposed gateway treatments (at entry points to the shopping area) consist of red road surfacing with imprinted SLOW road markings and gateway signs on both sides of the entry lanes. The proposed sign is shown at Appendix B. The consultation leaflet for the shopping area (see Appendix C) also included parking controls in the service roads. Further yellow line waiting restrictions are proposed at Woodriding Close, Westfield Park and Dove Park to deter obstructive parking and to improve visibility. These were not included in the consultation leaflet and it is proposed to consult the frontages in parallel with the statutory consultation.
- 2.2.2 Outside of the shopping area the scheme would include the provision of central hatching and cycle lanes to create narrower carriageway lanes. A build-out at the existing pelican crossing outside the station is also proposed.
- 2.2.3 There have been a number of “damage only” collisions at the Milne Feild/Safeway roundabout recently which has caused concern amongst the local community. A number of measures are proposed to improve the safety of the roundabout. These include a vehicle activated roundabout sign with a ‘SLOW DOWN’ message on the westbound approach (see 2.2.5), an illuminated roundabout ahead warning sign on yellow backing board on the eastbound approach and larger chevron boards on the roundabout. Recent resurfacing at the roundabout has improved skid resistance as well.
- 2.2.4 The scheme also includes a further electronic vehicle speed-activated message sign. This would be on the two lane westbound approach to the shopping area (see appendix A). These signs display a ‘SLOW DOWN’ message, and include an electronic display of the speed limit roundel, which are triggered when drivers exceed a set threshold speed. The sign face would remain blank when not activated. The vehicle speed activated roundabout sign would operate similarly. Appendix D shows an example of a vehicle speed activated sign.
- 2.2.5 Parking on both sides of Uxbridge Road between Milne Feild and Rowlands Avenue creates obstruction and delays affecting buses and general traffic. Complaints have been received in this respect and in response to the consultation. Yellow line waiting and loading restrictions are proposed on the north side to deal with the problem as shown at Appendix A (see 2.3.6)

2.3 Consultation

- 2.3.1 Three stages of consultation have been carried out. The first stage of the consultation, on the complete package of proposed measures, was with key stakeholders, which included ward councillors, residents' associations, road user groups, disabled users and pedestrian representatives, the emergency services and London Bus Services.
- 2.3.2 The second stage of consultation was with each property (residential or business) adjacent to any proposals that directly affect residents or businesses. Two separate consultations were carried out, one throughout the Hatch End shopping area, and one between Milne Field and Rowlands Avenue. These were carried out by leaflet delivery, detailing the proposals, and included a prepaid reply envelope (see Appendix C). A total of approximately 300 leaflets were distributed in the Hatch End shopping area and 33 (11%) written responses have been received.
- 2.3.3 Consultation documents were sent to the Hatch End ward councillors for comment. Responses received included a comment on the lack of parking enforcement causing problems near Grimsdyke Road, and a suggestion that, rather than provide an additional pelican crossing, the existing crossing should be replaced with signal-control at the Grimsdyke Road junction. These comments are addressed at paragraphs 2.3.4, 2.3.5 and 2.3.7.
- 2.3.4 The results from Hatch End Centre show a mixed response. The majority of the respondents stated that they were in favour of the road safety elements of the scheme with one or two exceptions. The main concern was the notion of parking controls in the service roads. Whilst it would be desirable to improve turnover, parking controls are not critical to the road safety scheme. As an overwhelming number of traders who responded were against, this element of the scheme has been dropped from the proposals. The proposed pelican crossing east of Grimsdyke Road was also opposed by the frontages because of problems it may cause with deliveries. Additionally, concerns were expressed about the possible delays it could cause to traffic. The area is already severely congested at peak hours and a further crossing a short distance away would compound the problem. Therefore the proposal has been dropped. There was one comment about the lack of cyclists (presumably to justify cycle lanes). The section east of Grimsdyke Road is on the London Cycle Network. A safe cycle network is necessary to encourage cycling and cycle use is expected to increase as more of the network is completed. The proposed cycle lanes visually narrow the traffic lanes which achieves lower speeds. There were no comments on the other road safety measures proposed. The responses have been placed in Members' Library.
- 2.3.5 The respondents support the proposed double yellow line waiting and loading restrictions at Grimsdyke Road and Cornwall Road junctions. However, the extent of the restrictions shown in the consultation leaflet for Grimsdyke Road is inadequate. It is therefore proposed to extend the proposed restrictions to the entrance to the car park with loading restrictions operating 8 am to 6.30

- pm, Monday to Saturday as shown at Appendix A. The existing 8 am to 6.30 pm, Monday to Saturday waiting restrictions are not effective as loading and unloading is permitted. Parking by orange badge holders in particular has been identified as a problem and the proposed loading restrictions coupled with enforcement should deter obstructive parking. It is proposed to consult the frontages in parallel with statutory consultation.
- 2.3.6 A separate leaflet (see Appendix C) delivered to residents of Uxbridge Road between Milne Feild and Rowlands Avenue included a questionnaire, asking if the residents supported the introduction of double yellow line waiting restrictions along the north side of the road. A total of 37 questionnaires were delivered and 20 (54%) were returned. Of these 11 (55%) were “not in favour” and 9 (45%) “in favour”. As a result it is proposed to downgrade the proposal to no waiting from 8 am to 6.30 pm, Monday to Friday with peak hour loading restrictions operating from 8 am to 10.00 am and 4pm to 6.30 pm, Monday to Friday. It is proposed to re-consult the frontages on this option (see Appendix A) in parallel with the statutory consultation.
- 2.3.7 During the first two stages of the consultation, there were several requests for traffic signals at the junction of Uxbridge Road and Grimsdyke Road. It was suggested that this could replace both the existing pelican crossing and the further pelican crossing proposed in the consultation leaflet. An investigation was carried out to assess the feasibility of this suggestion. The traffic modelling exercise undertaken showed that a signal controlled junction would have a substantially detrimental effect on traffic flows through Hatch End, and could not be justified on these grounds.
- 2.3.8 The third stage of the consultation involved an invitation to ward councillors to review the revised scheme which has been modified in light of consultation. Two ward members were able to take up the offer and their further suggestions have been incorporated in the proposals.
- 2.3.9 The emergency services support the proposed scheme.
- 2.3.10 The road safety benefits of the scheme, particularly the expected reductions in accidents and severity, would help towards the achievement of the Council’s accident reduction target for killed and serious injury casualties as required by the LPSA. It is therefore recommended that the scheme be implemented.

2.4 Financial Implications

- 2.4.1 See cost of proposals.

2.5 Legal Implications

- 2.5.1 The proposed parking controls can be introduced under the Road Traffic Regulation Act 1984.

2.6 Equalities Impact

Not applicable.

Section 3: Supporting Information/ Background Documents

Appendices:

Appendix A – Plan of Proposed Local Safety Scheme

Appendix B - Gateway sign

Appendix C – Consultation Leaflets

Appendix D – Example of Vehicle Speed Activated Sign

Appendix E - Schedule for traffic order making purposes

Supporting Information:

Background Documents: Local Safety Schemes Programme, accident records, consultation, consultant's report, LPSA.

mn/r- lpsa - hatch end

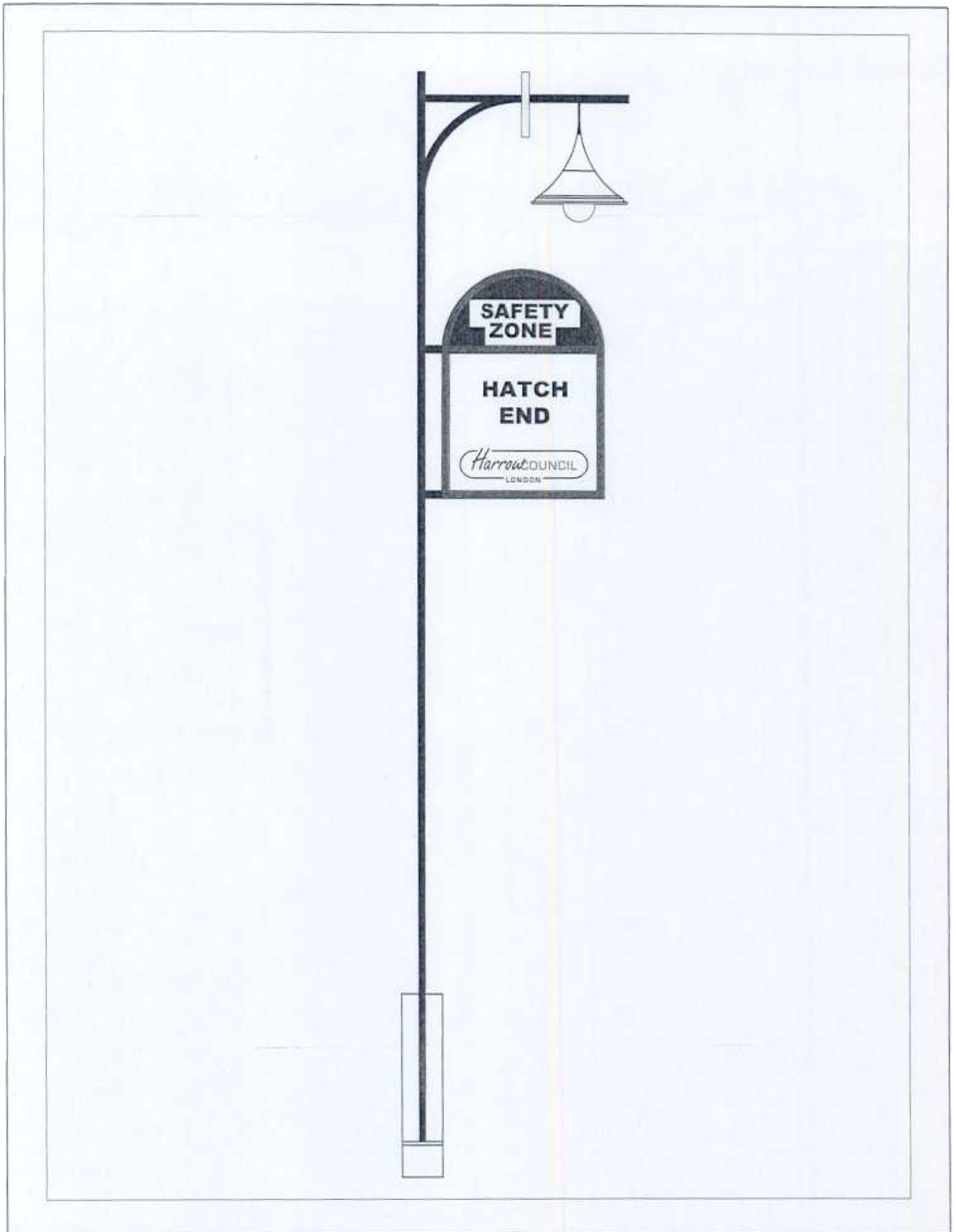
APPENDIX A

This appendix consists of an ordnance survey map which is not available electronically.

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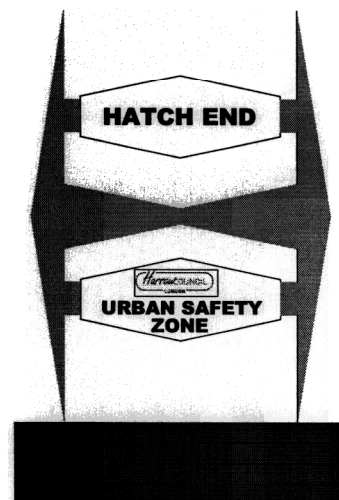
This appendix consists of an ordnance survey map which is not available electronically.



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**Proposed Road Safety Scheme
Uxbridge Road, Hatch End
(between Wellington Road and Anselm Road)**

October 2003



We Need Your Views

Proposed Road Safety Scheme Uxbridge Road, Hatch End (between Wellington Road and Anselm Road)

Introduction

TMS Consultancy has been commissioned to carry out a detailed Accident Investigation Study along Uxbridge Road, Hatch End (between the junctions with St. Thomas' Drive and Headstone Lane), and to develop outline proposals aimed at road accident and casualty reduction, on behalf of the London Borough of Harrow. The study has identified the section between Wellington Road and Anselm Road as having an accident problem.

We are consulting local residents and traders on a proposed Road Safety Improvement Scheme for Uxbridge Road. This leaflet explains the proposals and shows a plan indicating the proposed improvements.

Proposal

On this section, a number of the injury accidents have occurred involving pedestrians crossing the road east of Grimsdyke Road, and involving parked vehicles around the Grimsdyke Road junction. Problems can also occur along this stretch as a result of shoppers parking on the main road.

In order to improve pedestrian crossing facilities on Uxbridge Road and to reduce problems caused by parking, it is proposed that a new pedestrian crossing is provided near Grimsdyke Road, and that some alterations to parking restrictions are considered at Grimsdyke Road.

It is also proposed that, along the service road for the shops, parking is permitted for a limited period only. This would encourage those parking for long periods to use the free car park near the telephone exchange, and allow more parking space outside the shops to be available for shoppers. An exemption to the new restrictions for residents may be possible.

As part of the overall proposals, enhancements to the cycle lanes could be made, and high friction surfacing could be laid on approaches to pedestrian crossings, to assist stopping vehicles.

These proposals are shown on the plan overleaf.

For Further Information

If you wish to discuss these proposals in further detail, please contact Andy Paul at TMS Consultancy on 024 76690900.

Please Give Your Views

Local residents views are an important factor in the Council's decision making process. Other factors include the need to improve safety and the need to take account of local and national government policy.

Please return your comments on this proposed scheme using the pre-paid envelope by 14th November 2003. Unfortunately it will not be possible to reply in writing to individual responses.

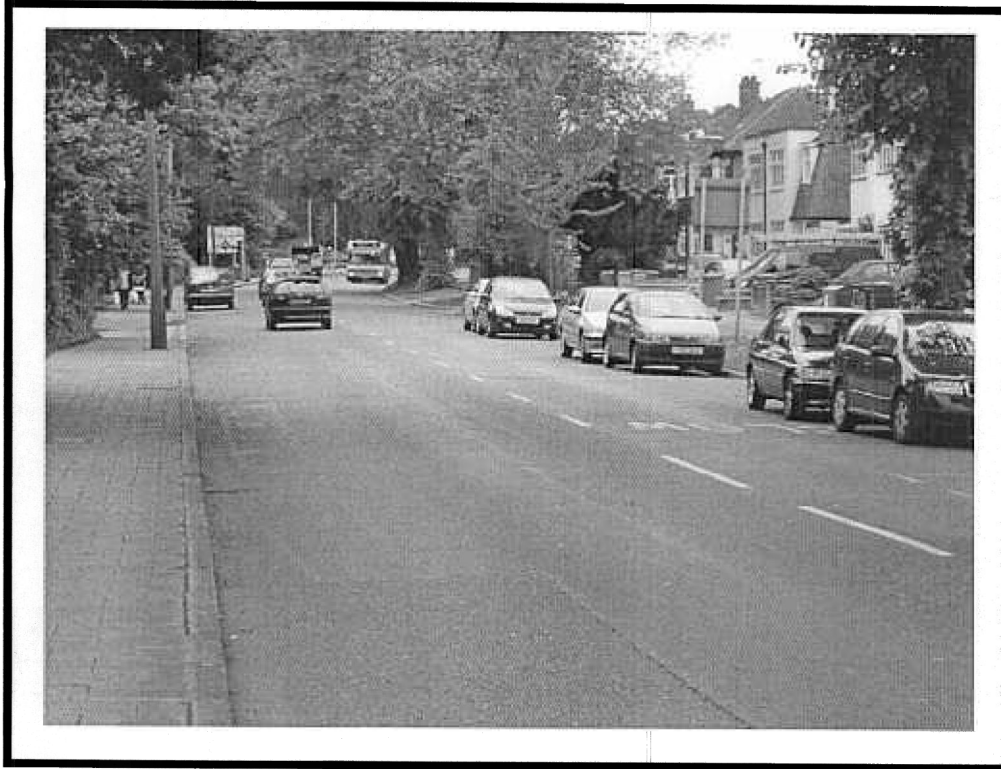
What Happens Next?

TMS Consultancy and the Council will carefully consider all the comments, and if appropriate, modifications may be made to the proposal. If it is decided to proceed with the scheme, London Borough of Harrow hope to carry out the works before the end of March 2004.

This appendix consists of an ordnance survey map which is not available electronically.

**Proposed Road Safety Scheme
Uxbridge Road, Hatch End
(between Milnfield and Headstone Lane)**

March 2004



We Need Your Views

Proposed Road Safety Scheme Uxbridge Road, Hatch End (between Milnfield and Headstone Lane)

Introduction

TMS Consultancy has been commissioned to carry out a detailed Accident Investigation Study along Uxbridge Road, Hatch End (between the junctions with St. Thomas' Drive and Headstone Lane), and to develop outline proposals aimed at road accident and casualty reduction, on behalf of the London Borough of Harrow. The study has identified the section between the roundabouts at Milnfield and Headstone Lane as having an accident problem.

We are consulting local residents and traders on a proposed Road Safety Improvement Scheme for Uxbridge Road. This leaflet explains the proposals and shows a plan indicating the proposed improvements.

Proposal

On this section, a number of the injury accidents have occurred, both at the roundabouts, and along the road between the roundabouts. The study has shown that several accidents may have occurred as a result of high vehicle speeds, with road surface skid resistance being an additional problem.

In order to improve the surface skid resistance qualities between the roundabouts, and to encourage lower vehicle speeds, it is proposed to resurface the road with an improved skid resistance material, to reduce road width using central hatching, and to install some vehicle-activated speed signs (these are not speed enforcement cameras). Also, in order to reduce the possibility of problems being created by on-street parking, it is proposed to introduce double-yellow lines between the roundabouts, on the north side of the road only.

These proposals are shown on the plan overleaf.

For Further Information

If you wish to discuss these proposals in further detail, please contact Andy Paul at TMS Consultancy on 024 76690900.

Please Give Your Views

Local residents views are an important factor in the Council's decision making process. Other factors include the need to improve safety and the need to take account of local and national government policy.

Please return your comments on this proposed scheme using the pre-paid envelope by 31st March 2004. Unfortunately it will not be possible to reply in writing to individual responses.

What Happens Next?

TMS Consultancy and the Council will carefully consider all the comments, and if appropriate, modifications may be made to the proposal.

This appendix consists of an ordnance survey map which is not available electronically.

Questionnaire

Please return by Wednesday 31st March

Please tick one box only

	Yes	No	No View
1 Do you support the introduction of double-yellow lines along the north side of Uxbridge Road, between Milne Field and Rowlands Avenue?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you wish to make any further comments please do so in this space

.....
.....
.....
.....

Name...
Address.

Is this address - Residential?
- Business?
- Both?

Please note that, under the Local Government (Access to Information) Act 1985, any comments you make may be open to public inspection as background information to a council report

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Appendix E

Proposed yellow line waiting restrictions schedule

(a) Westfield Park

The east side from the northern kerb line of Uxbridge Road, extending northwards for a distance of 20m.

The west side from the northern kerb line of Uxbridge Road, extending northwards to the southern kerb line of Oakdene Close (a distance of 35m).

(b) Woodridings Close

The east side from the north western kerbline of Uxbridge Road, extending northwards for a distance of 32m.

The west side from the north western kerbline of Uxbridge Road, extending northwards for a distance of 35m.

(c) Uxbridge Road, Hatch End

The north side , from the eastern kerb line of Woodridings Close extending eastwards for a distance of 9m.

The north side, from the western kerb line of Woodridings Close extending westwards for a distance of 5m.

(d) Dove Park

The west side from the north wall of 14 - 22 Dove Park, to a point 25m southwards along the western kerb line.

The east side, from the southern kerb line of Uxbridge Road, extending southwards for a distance of 10m.

(e) Uxbridge Road

The south side from the eastern kerb line of Dove Park, extending eastwards for a distance 10m.

(f) Uxbridge Road

The north side, 5m from the eastern kerb line of Milne Feild, extending eastwards to the common boundary of number 106 and The Hatch End Free Church on Headstone Lane.

(g) Grimsdyke Road

From the northern kerb line of Uxbridge Road, extending northwards for a distance of 60m.

(h) Uxbridge Road

From the common boundary of 278 – 280 and 282 / 284, extending westwards to the east kerb line of Grimsdyke Road.

From the west kerb line of Grimsdyke Road, extending westwards for a distance of 15m.