



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**WEDNESDAY 29 NOVEMBER 2006
7.30 PM**

PANEL AGENDA (ADVISORY)

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

MEMBERSHIP (Quorum 3)

Chairman: Councillor John Nickolay

Councillors:

Mrs Camilla Bath
Robert Benson
Manji Kara (VC)
Yogesh Teli
Jeremy Zeid

Mrinal Choudhury
Nizam Ismail
Jerry Miles
David Perry

Advisers:

Mr A Blann
Mr E Diamond

Mr L Gray
Mr A Wood

Reserve Members:

1. Golam Chowdhury
2. Ashok Kulkarni
3. Paul Osborn
4. Mrs Vina Mithani
5. -

1. Bob Currie
2. Graham Henson
3. Raj Ray
4. Keith Ferry

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

**Contact: Zoe Crane, Committee Administrator
Tel: 020 8424 1883 E-mail: zoe.crane@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

WEDNESDAY 29 NOVEMBER 2006

AGENDA - PART I

1. **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) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

2. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Committee, Sub Committee, Panel or Forum;
- (b) all other Members present in any part of the room or chamber.

3. **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 Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1972 (as amended).

4. **Minutes:**

That the minutes of the meeting held on 20 September 2006 be taken as read and signed as a correct record.

5. **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).

6. **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).
7. **Deputations:**
To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).
8. **References from Council and Other Committees/Panels:**
To receive any references from Council and/or other Committees or Panels.
9. **Whitefriars Avenue, Wealdstone - Proposed 20mph Zone:** (Pages 1 - 22)
Report of the Interim Head of Public Realm Infrastructure
10. **Dennis Lane - Proposed Local Safety Scheme:** (Pages 23 - 38)
Report of the Interim Head of Public Realm Infrastructure
11. **Howberry Road and Howberry Close Yellow Line Waiting Restrictions Scheme - Objection To Traffic Orders:** (Pages 39 - 44)
Report of the Interim Head of Public Realm Infrastructure
12. **Highway Proposals for Bridge Street, Pinner:** (Pages 45 - 52)
Report of the interim Head of Public Realm Infrastructure
13. **Any Other Urgent Business:**
Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	29 November 2006
Subject:	Whitefriars Avenue, Wealdstone – Proposed 20 MPH zone
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure, Urban Living
Portfolio Holder:	Cllr Eileen Kinnear, Urban Living – Community Safety & Public Realm
Exempt:	No
Enclosures:	Appendix A: Consultation Area Appendix B: Scheme Proposals Appendix C: Consultation Leaflet Appendix D: Consultation Questionnaire Appendix E: Consultation Responses Appendix F: Respondents General Comments / Officer Response

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report provides the findings of the public consultation exercise for a proposed 20 MPH zone scheme in Whitefriars Avenue and is presented to the Panel to seek approval to implement the scheme in the next financial year 2007/8.

RECOMMENDATIONS:

That the Panel recommends that the Portfolio Holder for Urban Living – Community Safety and Public Realm:

Authorises officers to take all steps necessary to introduce a 20 MPH zone in the

Whitefriars Avenue area of Wealdstone as shown at Appendix B, the details of which be delegated to officers subject to the consideration of any formal objections to the advertised statutory notices and subject to implementation funding being made available by Transport for London (TfL).

REASON: To address safety concerns on Whitefriars Avenue in the vicinity of Whitefriars First and Middle school.

SECTION 2 - REPORT

2.1 Background

- 2.1.1 The Traffic and Road Safety Advisory Panel agreed a five-year programme of 20mph zones on 18th September 2002. Whitefriars School was included in that programme for implementation in 2006/07.
- 2.1.2 At the meeting of Council held on 26 February 2004, Councillor Marie-Louise Nolan presented a 95 signature petition requesting the implementation of traffic calming measures outside of Whitefriars Primary School. Council resolved that the petition be referred to the Traffic and Road Safety Advisory Panel for consideration.
- 2.1.3 In an information item submitted to TARSAP on 22nd September 2004 officers advised that Whitefriars Avenue had been re-assessed under the Council's traffic calming assessment method and was found to have a higher priority than indicated by previous assessments. As a result a bid of £110,000 had been made in the July 2004 BSP submission to Transport for London for implementation of a 20mph zone in 2005/2006.
- 2.1.4 This bid was unsuccessful but a further bid was made in the July 2005 BSP submission for implementation of a scheme in 2006/7. £20,000 was made available by TfL in April 2006 to develop proposals through the design and consultation stages only. A further bid has been made for £100,000 to implement a scheme in 2007/8. An announcement on whether this bid has been successful is expected in early December 2006. This report sets out the findings of the public consultation exercise on the preliminary design proposals.
- 2.1.5 Proposals for the 20 MPH zone scheme were developed with the involvement of the head teacher of the school, the head petitioner and ward councillors including ex-councillor Nolan.
- 2.1.6 The public consultation process that followed and which has now concluded has demonstrated support for the proposals put forward. The proposals are predominantly speed reduction measures.

2.2 Issues identified

- 2.2.1 In recent times Whitefriars First and Middle Schools has suffered persistent traffic problems outside the entrance to the school, particularly illegal parking of vehicles along the school zig-zag road markings during the school run. This creates traffic congestion and visibility problems along Whitefriars Avenue that puts pedestrians at risk.
- 2.2.2 Traffic speed survey data obtained in June 2006 indicates that speeds are in excess of 20 mph along Whitefriars Avenue. 40% of traffic travels above 20mph in the northbound direction and 65% in the southbound direction. There were 3 personal injury accidents recorded over the last 3 year period.
- 2.2.3 A series of complimentary traffic calming measures have been drawn up to address the issues identified. These include entry treatments, junction improvements, speed reduction measures such as speed cushions and traffic islands, pedestrian crossing facilities and enhanced road markings and signs at key locations along Whitefriars Avenue.
- 2.2.4 In order to limit the impact of the scheme on response times for emergency services the 20 mph zone has been confined to roads immediately adjacent to the school.

2.3 Options considered

- 2.3.1 Two options were prepared which were designed to address the following areas of concern;
- Unsafe crossing points for pedestrians
 - Congestion caused predominantly by inappropriate parking along Whitefriars School at dropping-off and picking-up times
 - Inappropriate traffic speed
- 2.3.2 The options differ only in that Option One provides a raised feature outside the school where pedestrians can cross at footway level and which encourages vehicular speed reduction. Option Two provides a 1.2m wide traffic island with speed cushions and associated road markings instead of the raised table outside the school. This is aimed at deterring vehicles parking illegally along the school zig-zag markings and encouraging vehicular speed reduction. Other than these the two options are the same and incorporate self-enforcing speed reducing features in the form of gateways, speed tables and speed cushions.
- 2.3.3 A separate scheme being carried out in the Whitefriars Avenue area proposes to introduce permit parking for residents and business owners through an extension of the Wealdstone controlled parking zone. Waiting restrictions at junctions within the area have also been introduced to improve access, pedestrian safety and sight lines for drivers.

2.4 Consultation Results

- 2.4.1 Consultation on the proposals has been carried out with all key stakeholders, which included the emergency services, Harrow Association of Disabled People, the Metropolitan Police and the local schools and residents.
- 2.4.2 The consultation document included preliminary design drawings and described the proposals and the background to the scheme and included a questionnaire to enable local residents and businesses to have their say. Appendices C and D shows the consultation leaflet and the consultation questionnaire respectively.
- 2.4.3 A total of 792 consultation documents were distributed, 44 residents and 1 business owner responded which represents 5.7%. 420 of the 792 consultation documents were given to local school children for delivery to their parents, 18 of whom returned questionnaires that represents 2.3% of those consulted. There was an overwhelming support, from those that responded, for all aspects of the proposals from both parents and residents.
- 2.4.4 The respondents' answers to each of the questions on the questionnaire are tabulated at Appendix E. General Comments made by Respondents and Officer Response is in Appendix F.
- 2.4.5 In the following paragraphs a summary of the respondents' answers to the part of the questionnaire that asked their views on a 20 MPH zone and on which of the two options they prefer are analysed and discussed.
- 2.4.6 Question 7 asked the respondents if they were generally in favour of the introduction of a 20 MPH zone on Whitefriars Avenue. There was a note saying a 20 mph zone MUST include speed reduction features as shown on the drawing, that is, speed cushions and raised entry features etc. A summary of the results is given in Table 1 below.

Table 1: Summary of consultation responses received for question 7

Respondents	Yes	No	No strong view
Residents	35	4	3
Businesses	1	0	0
Parents	16	0	2
TOTAL	52	4	5

Table 1 indicates strong overall support, from those that responded, for the implementation of a 20 MPH zone in Whitefriars Avenue.

In addition to the above responses a letter was received from the Metropolitan Police who have no objection to the proposed 20mph limit with speed cushions and tables as self-enforcing measures. If the proposed measures prove to be ineffective, then it is not their policy to routinely enforce 20mph speed restrictions. However, in appropriate cases they would conduct enforcement as it is their duty to enforce speed limits and would look to an engineering solution in response to any speed complaints. They would have to justify “appropriate cases”, such an example maybe where the problems exists in the vicinity of a school during start and end of school times. With regard to traffic calming measures the Metropolitan Police feels that these have impact on the emergency services in terms of response times and damage to their vehicles. They have fewer objections to speed cushions as proposed in Option 2 but consider these to have little effect on motorcycles, 4x4 vehicles or heavy goods vehicles and buses. They have no objection to speed tables and view them as the preferred method of all the options of “Vertical Deflection” speed reduction measures.

2.4.7 Question 13 asked the respondents which of the two options they preferred. A summary of the results is given in Table 2 below.

Table 2: Summary of consultation responses received for question 13

Respondents	Option 1	Option 2	No preference
Residents	14	6	22
Businesses	0	0	1
Parents	9	4	5
TOTAL	23	10	28

Table 2 shows that the majority of respondents had no preference to any of the options proposed for the scheme. However there were a high proportion of respondents who supported Option 1. The Metropolitan Police were in support of Option 2.

2.4.8 There were 3 respondents who were not in favour of the introduction of a 20 MPH zone and expressed no preference for either of the two options. These responses were from residents within the area.

a) Officer response: the numbers in favour of traffic calming measures significantly outweigh those opposed.

2.4.9 One respondent instead of returning the questionnaire wrote a letter expressing his views on the proposals and the need to extend the 20 MPH zone to other areas such as Whitefriars Drive, Toorack Road and Athelstone Road. 7 respondents also expressed the need for the extension of the 20 MPH zone along Whitefriars Drive.

b) Officer response: this would have a much greater impact on the response times for the emergency services and would increase costs beyond that likely to be made available. Extension of the scheme beyond the current proposals is not therefore recommended.

2.4.10 Another letter was received from a local resident stating that the proposals for road safety are important and admirable, but there has been a vast increase in volumes of traffic caused by the Sri Lankan and Muslim Culture Centre's (SLMCC) visitors and allied garage facility in Whitefriars

Avenue. Similarly employees of Winsor and Newtons factory park their cars in Whitefriars Avenue making it difficult for residents to park.

c) Officer response: the extension of the Wealdstone CPZ referred to in paragraph 2.3.3 will deal with the parking problem caused by factory workers but will only partially deal with the parking problem associated with the SLMCC. Officers have written to the centre requesting that they ask their visitors to have more regard for the needs of local residents when travelling to the centre.

2.5 Option recommended and reasons for recommendation

2.5.1 The result of the public consultation carried out on the two options has determined which of the options to take forward on the basis of comments received together with relevant traffic impact and road safety factors.

2.5.2 The results indicate that the respondents are generally in favour of proposals to provide a 20 MPH zone. The majority did not give a preference for any of the two options but there was more support for the implementation of Option 1 than for Option 2.

2.5.3 It is therefore recommended that Option 1 be put forward for implementation. This option would provide a raised feature outside the Whitefriars First and Middle School as a crossing point for pedestrians and especially the pupils of the school. The raised feature would also encourage vehicular speed reduction.

2.6 Financial Implications

2.6.1 £20,000 has been provided by TfL in the current financial year to develop the scheme through public consultation to completion of the legal process needed before measures can be introduced on the ground. Further funding is required in 2007/08 for implementation - £80,000 for Option 1 or £75,000 for Option 2. The scheme is included in the 2007/08 provisional bid in the TfL programme (seeking funding of £100,000 to cover all costs to complete the scheme (referred to in Section 2.1.4)). The bid is subject to confirmation when the settlement is announced in early December 2006. The scheme would be fully funded by Transport for London.

2.7 Equalities Impact consideration

2.7.1 The proposals in Option 1 are a means of improving road safety for pedestrians, cyclists and local residents and therefore encouraging these more sustainable modes of transport. They are particularly beneficial in areas around schools where they can reduce accidents and encourage walking to school.

2.8 Legal Implications

2.8.1 A 20mph speed limit can be introduced using powers available under Section 84 of the Road Traffic Regulation Act 1984.

2.8.2 Road humps can be provided by Notice under Sections 90A and 90C of the Highways Act 1980.

2.8.3 Traffic calming works can be introduced under Section 90G of the Highways Act 1980.

2.8.4 'School' warning signs, when laid as road markings, require special authorisation from the Department for Transport. This will be sought in the following stage of the project whilst progressing through the formal legal processes mentioned in 2.8.1 to 2.8.3 above.

2.9 Community Safety (s17 Crime & Disorder Act 1998)

2.9 These proposals do not have any impact on Community Safety.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Anil Nagpal
		Date: ...17/11/2006.....
Monitoring Officer	<input checked="" type="checkbox"/>	Name: Adekunle Amisu.....
		Date: ...17/11/2006.....

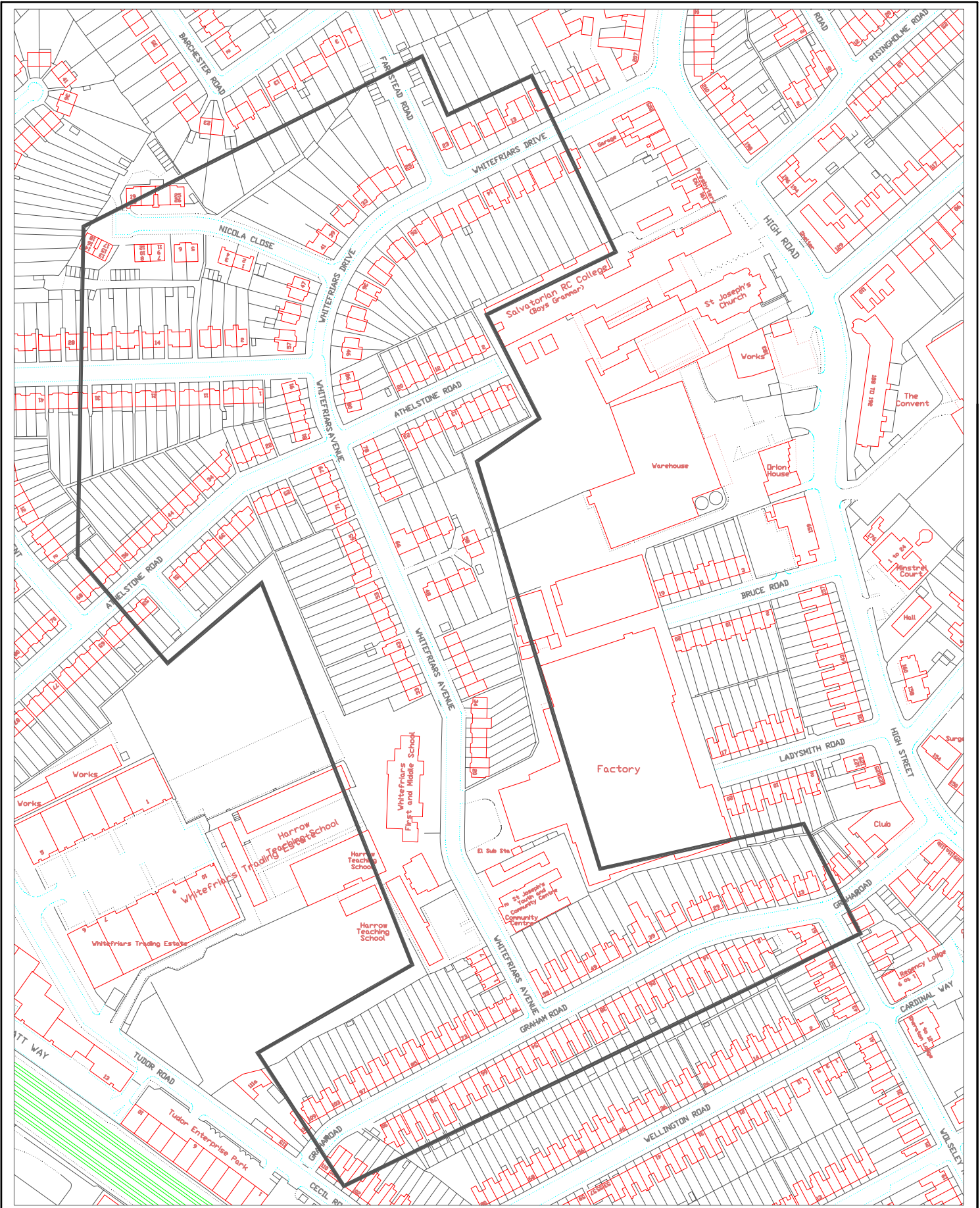
SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Bill Heale, Principal Engineer, Traffic and Road Safety, 0208 424 1065

Background Papers: List **only non-exempt** documents relied on to a material extent in preparing the report. (eg previous reports) Where possible also include electronic link.

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	YES
3.	Manifesto Pledge Reference Number	



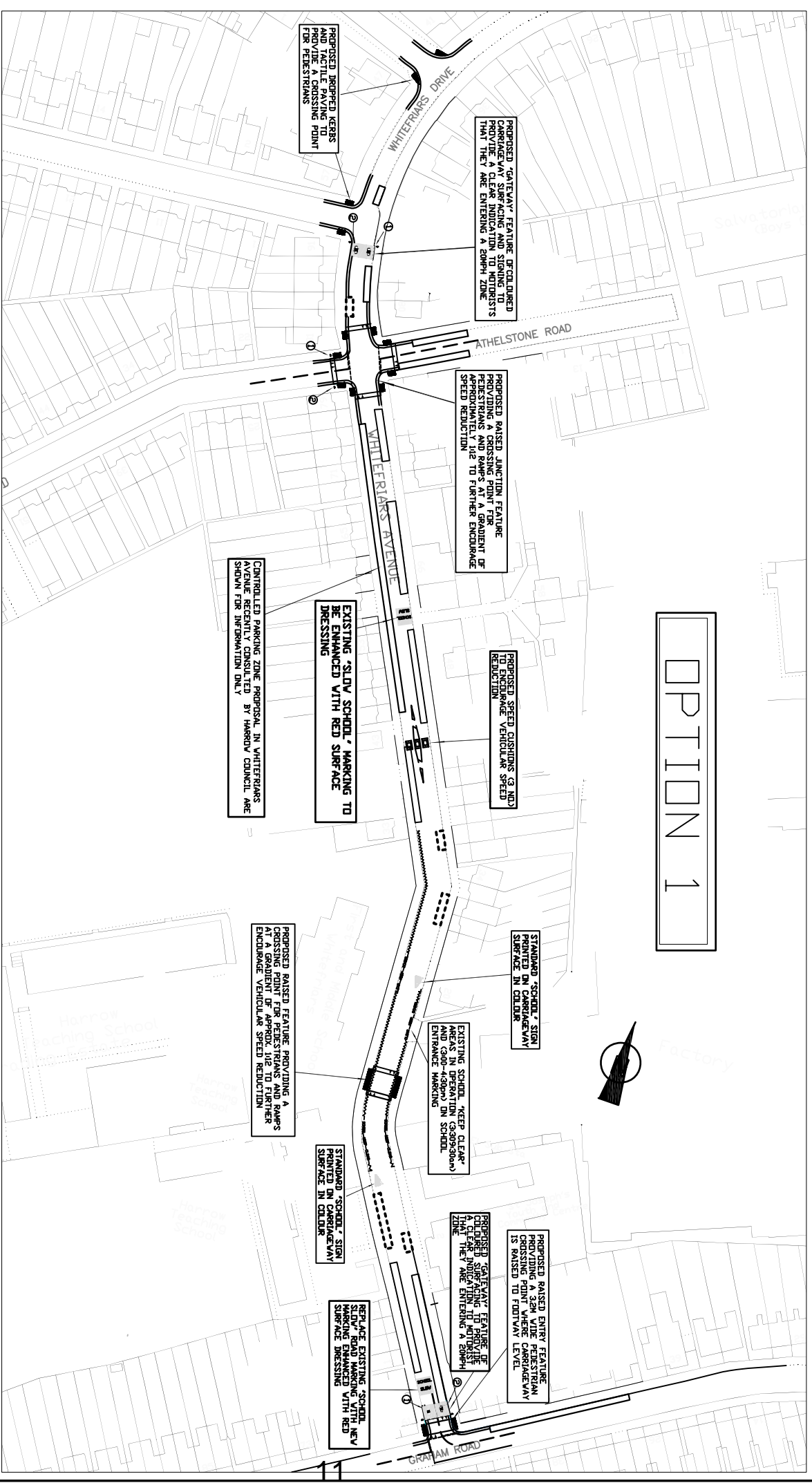
KEY

CONSULTATION BOUNDARY

A	INITIAL ISSUE	RM	10-11-08		
REVISION	AMENDMENT	DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE
		CLIENT HARROW COUNCIL			
PURPOSE		PROJECT 20MPH ZONE SCHEME			
CONSULTATION		DRAWING TITLE PROPOSED 20MPH ZONE-WHITEFRIARS			
DRAFT	SCALE (AT A4 SIZE)	ISSUING OFFICE	DRAWING NUMBER		REVISION
ISSUE	9 1:1500	HARROW COUNCIL	PLAN OF WHITEFRIARS		A
		TELEPHONE NUMBER	02084241649		

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OPTION 1



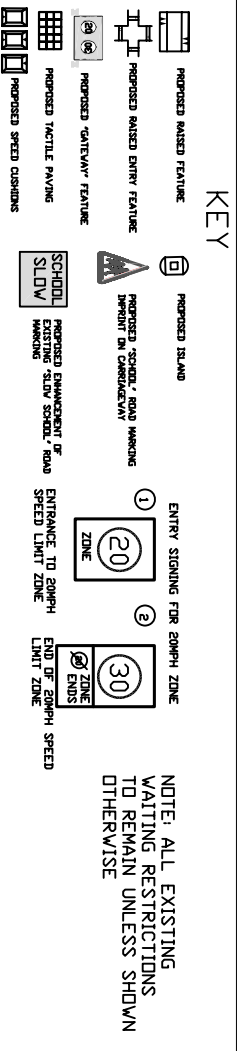
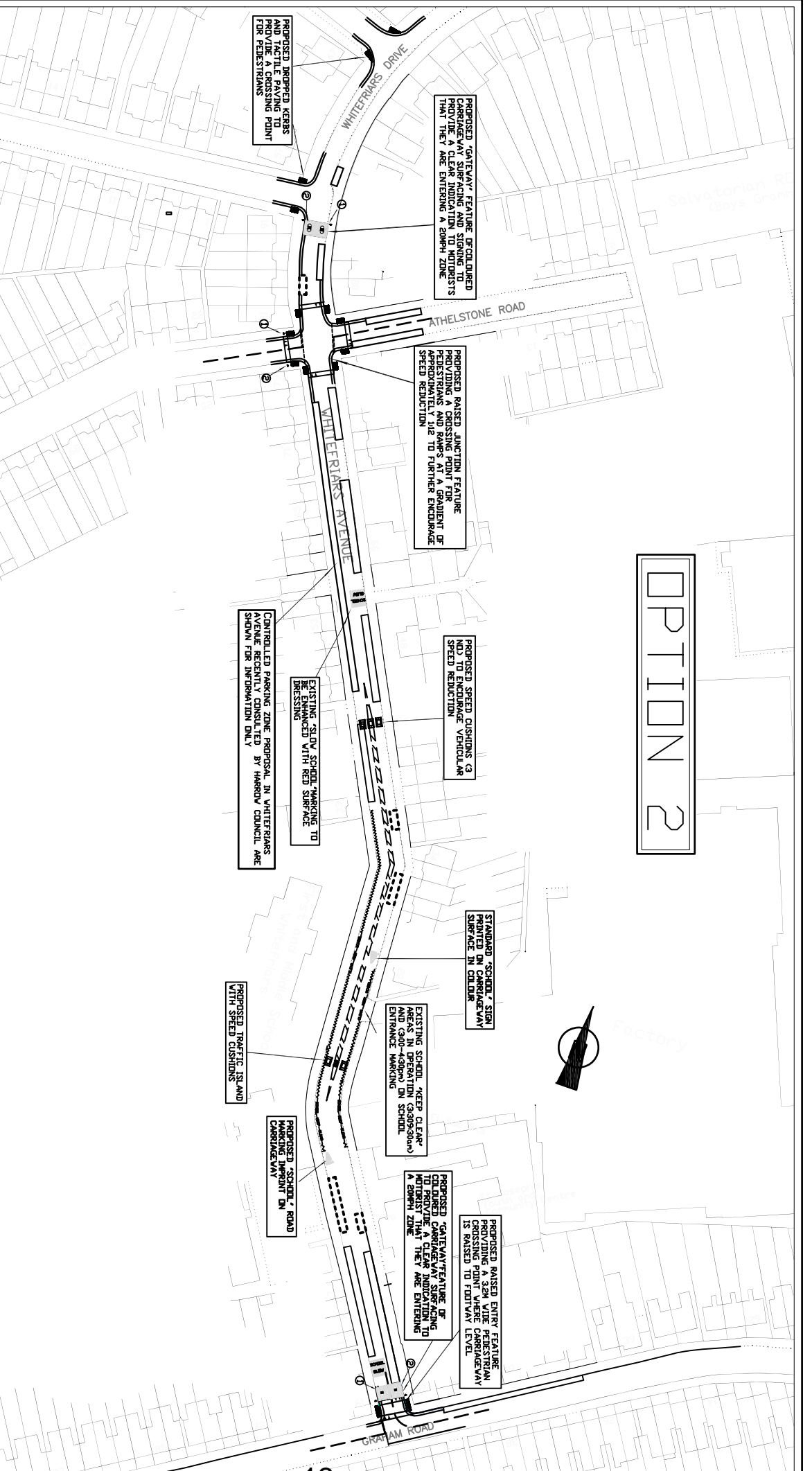
KEY

- PROPOSED RAISED FEATURE
- PROPOSED RAISED ENTRY FEATURE
- PROPOSED GATEWAY FEATURE
- PROPOSED TACTILE PAVING
- PROPOSED SPEED CUSHIONS
- PROPOSED ISLAND
- PROPOSED SCHOOL ROAD MARKING PRINTED ON CARRIAGEWAY
- PROPOSED PAVEMENT FOR SCHOOL ROAD
- PROPOSED EXISTING 'SLOW SCHOOL' ROAD MARKING
- ENTRY SIGNING FOR 20MPH ZONE
- END OF 20MPH SPEED LIMIT

NOTE: ALL EXISTING WAITING RESTRICTIONS TO REMAIN UNLESS SHOWN OTHERWISE

REVISION		INITIAL ISSUE		NOV-11-09		NOV-10-09		NOV-10-09		NOV-10-09	
A		AMENDMENT		BY AND		BY AND		BY AND		BY AND	
PURPOSE		CONSULTATION		ISSUING OFFICE		DRAWING TITLE		DRAWING NUMBER		REVISION	
HARROW COUNCIL		SCALE (OR A4 SIZE)		HARROW COUNCIL		PROPOSED 20MPH ZONE-WHITEFRIARS		OPTION 1		A	
DRAWING NUMBER		1:1500		TELEPHONE NUMBER		02089835611					

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REVISION		INITIAL ISSUE				NO. 11-09	NO. 12-10-09	NO. 12-11-09	NO. 12-10-09
A		AMENDMENT				DATE	DATE	DATE	DATE
PURPOSE		CONSULTATION		SCALE (W/ A4 SIZE)	1:1500				
DRAWING TITLE		PROPOSED 20MPH ZONE-WHITEFRIARS		ISSUING OFFICE		HARROW COUNCIL			
DRAWING NUMBER		OPTION 2		TELEPHONE NUMBER		02089835811			
CLIENT		HARROW COUNCIL		PROJECT		20MPH ZONE SCHEME			
DRAWING NUMBER		OPTION 2		ISSUING OFFICE		HARROW COUNCIL			
TELEPHONE NUMBER		02089835811		DRAWING NUMBER		OPTION 2			
REVISION		A		DRAWING NUMBER		OPTION 2			

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URBAN LIVING

**Proposed
20 miles per hour Zone
Whitefriars Avenue, Wealdstone**

public consultation



WE WANT TO KNOW YOUR VIEWS

Traffic and Road Safety

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PUBLIC CONSULTATION QUESTIONNAIRE

Proposed 20 miles per hour zone, Whitefriars Avenue, Wealdstone

Please take the time to fill in this questionnaire, fold and return it to us. Your response will be used to help determine which option will be taken forward to detailed design for implementation.

(Please tick (✓) the appropriate box)

Q1. I am a....

Resident Business

Q2. Name (Business Name if appropriate)

.....

Q3. Property Name or Number

.....

Q4. Street Name

.....

Q5. Town

.....

Q6. Post Code

.....

Q7. Are you generally in favour of the introduction of a 20 mph zone on Whitefriars Avenue?

Please note a 20 mph zone **MUST** include speed reduction features as shown on the drawing, that is, speed cushions and raised entry features etc.

Yes No No strong view

To further assist us, have you any comments on the following proposals which are included in both Option 1 and 2.

Q8. The proposed “gateway” along Whitefriars Avenue at junction with Toorack Road to signify the beginning of the 20 mph zone?

.....

.....

Q9. The proposed “gateway” at Graham Road at junction with Whitefriars Avenue to signify the beginning of the 20 mph zone?

.....
.....

Q10. The installation of a raised entry feature at Graham Road at junction with Whitefriars Avenue?

.....
.....

Q11. The installation of a raised entry feature at Athelstone Road at junction with Whitefriars Avenue to signify the beginning of the 20 mph zone?

.....
.....

Q12. The installation of three 75mm high speed cushions to enforce the 20 mph speed limit?

.....
.....

Q13. Which of the two Options do you prefer?

Option 1 Option 2 No preference

Your responses will be considered as public documents unless you prefer it to be considered confidential.

If you wish your response to be considered confidential, please tick here

THANK YOU FOR YOUR HELP

Please return in the envelope provided

Whitefriars Avenue – Proposed 20mph zone

Public Consultation Results

Responses to Q8 to Q12 of the consultation questionnaire

PROPOSED MEASURES	In Favour	Against
Q8: Proposed “Gateway” along Whitefriars Ave j/w Toorack Rd	53	11
Q9: Proposed “Gateway” at Graham Rd j/w Whitefriars Ave	56	8
Q10: Installation of a Raised Entry feature at Graham Rd j/w Whitefriars Ave	56	8
Q11: Installation of a Raised Entry feature at Athelstone Rd j/w Whitefriars Ave	55	9
Q12: Installation of three 75mm high speed cushions	55	9

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Whitefriars Avenue – Proposed 20mph zone

Public Consultation Results
General Responses

Summary of Objections/Comments	No.	Officer Response
<p>The proposed 20mph zone should be extended further, example to the Whitefriars Drive / High Street junction.</p>	9	<p>Extension of the scheme beyond current proposals is not recommended because this would have a much greater impact on the response times for emergency services and would increase implementation costs beyond that likely to be made available.</p>
<p>The Mosque and car dealership on Whitefriars Avenue has decrease available parking spaces forcing residents to park on corners which causes accidents. Congestion and overparking are the biggest problem on Whitefriars Avenue.</p>	2	<p>Extension of the Wealdstone CPZ, to introduce permit parking for residents and businesses, will address parking problems especially caused by the car dealership. A separate letter has been written to the Mosque requesting that they ask their visitors to have more regard for the needs of local residents when travelling to the centre.</p>
<p>Graham Road and Whitefriars Avenue should be One Way in view of excessive traffic.</p>	2	<p>This would require alterations elsewhere (e.g. to the island that prevents right turns at the Graham Road/High Street junction) that are likely to result in a rat-running problem in the Wolseley Road/Gordon Road area. The revised access arrangement necessary could also create significant inconvenience for residents. One-way systems generally encourage higher traffic speed as drivers are aware that they will not meet opposing traffic.</p>

<p>Drivers' ignoring traffic signs and road markings is the problem. This causes congestion and also results in accidents.</p>	<p>2</p>	<p>This emphasises the need for physical measures such as road humps to encourage speed reduction. The extension of the Wealdstone CPZ will formalise parking and help deal with congestion problems on Whitefriars Avenue.</p>
<p>Proposed scheme is unnecessary and wastes money.</p>	<p>2</p>	<p>Strong demand for safety measures have come via a 95 signature petition from residents and parents of Whitefriars Avenue.</p>
<p>Introduce 20mph zone only if it does not take away residents' parking areas. There is no need to introduce raised features.</p>	<p>2</p>	<p>A proposed 20mph zone scheme MUST be self-enforcing and therefore needs to include speed reduction features such as speed cushions and road humps. Raised features also provide safe crossing points for pedestrians.</p>



Meeting:	Traffic and Road Safety Advisory Panel
Date:	29 November 2006
Subject:	Dennis Lane - Proposed Local Safety Scheme
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure
Portfolio Holder:	Councillor Eileen Kinnear - Portfolio Holder for Urban Living - Community Safety and Public Realm
Exempt:	No
Enclosures:	Appendix A: Accident information Appendix B: Plan of the proposed scheme Appendix C: Consultation area Appendix D: Consultation document Appendix E: Consultation results

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report explains the reasons for the proposed road safety scheme and contains the results of the consultation carried out that shows there is overwhelming support for the scheme.

RECOMMENDATIONS:

That the Panel recommends to the Portfolio Holder:

that the scheme shown at Appendix B be implemented.

REASON: To improve road safety and residential amenity.

SECTION 2 – REPORT

Brief Background

2.1 Dennis Lane is on this year's Local Safety Schemes programme for implementation this financial year. A traffic calming scheme is proposed and its purpose is to reduce speeds and injury collisions. There have been six reported personal injury collisions in Dennis Lane in the last 36 months (to June 2006). The most common contributory factor among these has been speed. The details of the collisions are shown at Appendix A.

Options Considered

2.2 The proposed scheme includes a series of build-outs creating pinch points that reduce the traffic lanes locally to one lane with signs indicating who has priority. The scheme forces traffic to give way or negotiate a build-out thereby reducing speeds. The arrangement is generally known as horizontal deflection or chicane. The proposed scheme is shown at Appendix B.

2.3 The residents and the businesses in the area shown at Appendix C have been consulted and there is overwhelming support for the scheme. The consultation document is shown at Appendix D. A total of 230 consultation documents were delivered and 87 questionnaires have been returned. This represents a 38% response rate. Of these 66% are in favour of the scheme with 23% opposed, the remaining 7% have not expressed an opinion. The response rate from Dennis Lane itself has been much higher (48%) with 73% of these in favour of the proposals and 24% against. The table at Appendix E shows the responses from each road. The returned questionnaires have been placed in members' library.

2.4 Some adjustments have been made to the scheme as a result of comments arising from the consultation including those of Transport for London. Entry treatment in the shape of buff surfacing and sign has been added and the proposed build-out outside 62 Dennis Lane has been relocated because of concerns over visibility. The new proposed location would be outside 58 Dennis Lane. The frontages will be advised of the revised features.

2.5 The scheme is likely to create congestion and queues at the proposed build-outs. This in turn may divert traffic to Stanmore Hill (A4140) which is one of the main arteries of the road network in Harrow as opposed to Dennis Lane which is a local access road.

2.6 The emergency services have been consulted and have indicated that the proposed scheme would not have a significant effect on their response times.

2.7 The proposal improves road safety as well as improving residential amenity and considering the support for the proposal it is recommended that the scheme be implemented.

Financial implications

2.8 The estimated cost of the proposal is £55,000. The scheme is funded by Transport for London via an allocation in 2006-07.

Community Safety (s17 Crime & Disorder Act 1998)

2.9 The scheme will have neutral impact on Crime & Disorder.

Legal implications

2.9.1 The build-outs and pinch points can be introduced under the Highways Act 1980 as amended and by the Traffic Calming Act 1992.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Anil Nagpal. Date: 16 November 2006
Monitoring Officer	<input checked="" type="checkbox"/>	Name: Adekunle Amisu. Date: 16 November 2006

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Mohsen Nekouzad, Principal Engineer, Traffic and Road Safety (East Area), Tel: 020 8424 1888, Fax: 020 8424 7662, E-mail: mohsen.nekouzad@harrow.gov.uk

Background Papers:

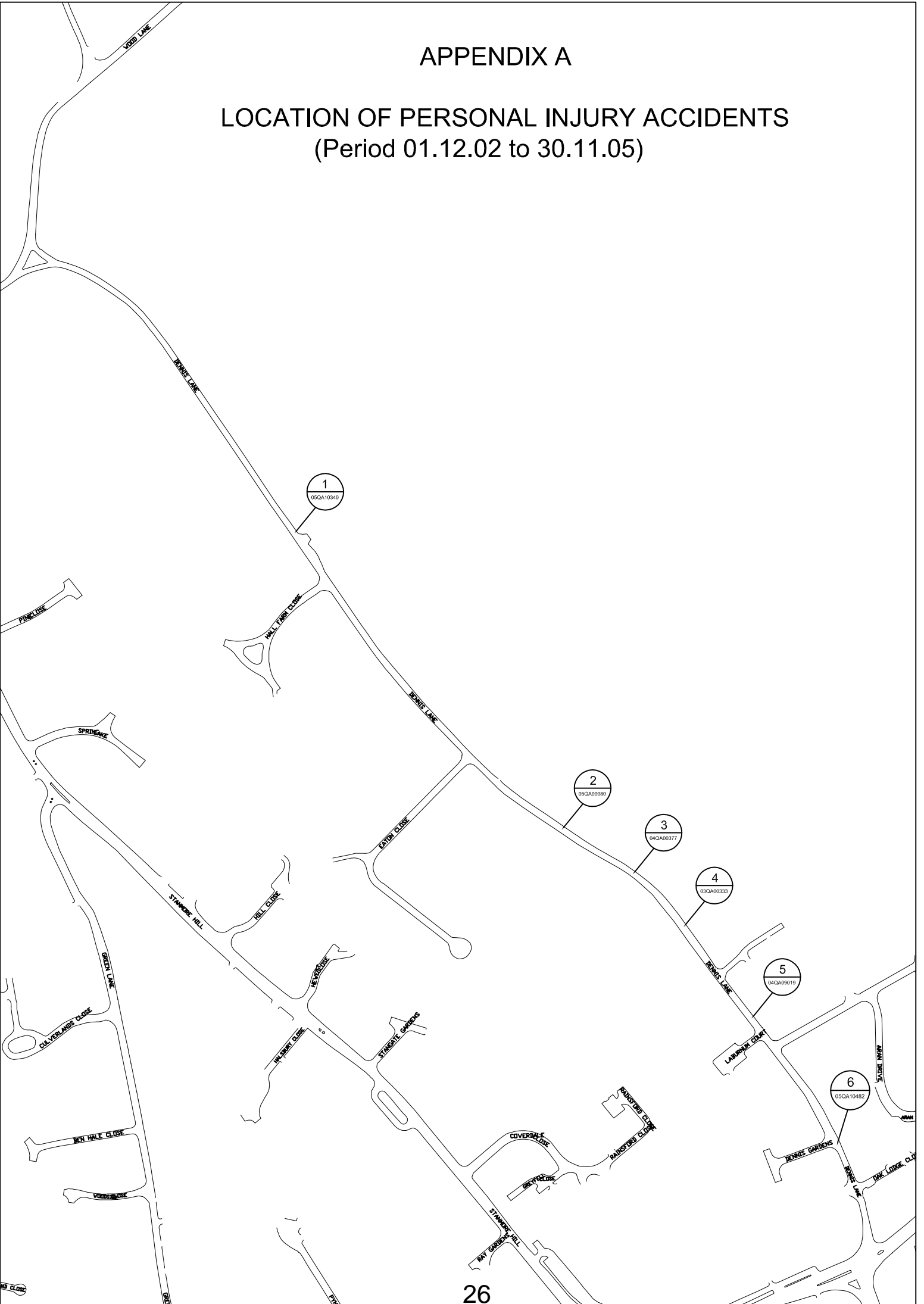
Consultation results, injury collision data

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	NO
3.	Manifesto Pledge Reference Number	

APPENDIX A

LOCATION OF PERSONAL INJURY ACCIDENTS (Period 01.12.02 to 30.11.05)



Dennis Lane - Accidents Summary

Accident Casualties

Severity of accident	No. of Casualties	%
Fatal	0	0
Serious	0	0
Slight	7	100

Person type	No. of Casualties	%
Child<16	0	0
Adult	6	86
Elderly >65	1	14

Casualty class	No. of Casualties	%
Pedestrian	1	14
Driver / Rider	4	57
Passenger	2	29
Cyclist	0	0

Accident Conditions	No. of Accidents	%
Dry	4	67
Wet	2	33

Lighting Conditions	No. of Accidents	%
Dark	2	33
Light	4	67

Location	No. of Accidents	%
Junction	1	17
Along carriageway	5	83
Opposite footpath	0	0

Contributory Factors	Accident ref number	No. of Accidents	%
Lost control / speed	1,2,3,4	4	66
Turning right	6	1	17
Pedestrian crossed vehicle path	5	1	17
Cycle rode off kerb into vehicle path		0	0
Rear Shunt		0	0
Driver opened door hit pedestrian		0	0

- Accident reference number to be read in conjunction with accident location plan

INDIVIDUAL ACCIDENT BREAKDOWN

Accident 1

Severity of accident	No. of Casualties	Person type	Casualty class
Slight	1	Adult	Driver
Accident Conditions	Lighting Conditions	Location	Contributory Factor
Wet	Light	Along carriageway	Braked and lost control

Accident 2

Severity of accident	No. of Casualties	Person type	Casualty class
Slight	2	Adults	Passengers
Accident Conditions	Lighting Conditions	Location	Contributory Factor
Wet	Dark	Along carriageway	Vehicles swerved to avoid accident and collided

Accident 3

Severity of accident	No. of Casualties	Person type	Casualty class
Slight	1	Adult	Rider
Accident Conditions	Lighting Conditions	Location	Contributory Factor
Dry	Dark	Along carriageway	Motorcycle ridden at speed on wrong side of road and collided with vehicle

Accident 4

Severity of accident	No. of Casualties	Person type	Casualty class
Slight	1	Adult	Driver
Accident Conditions	Lighting Conditions	Location	Contributory Factor
Dry	Light	Along carriageway	Vehicle braked to avoid accident and swerved into parked vehicle

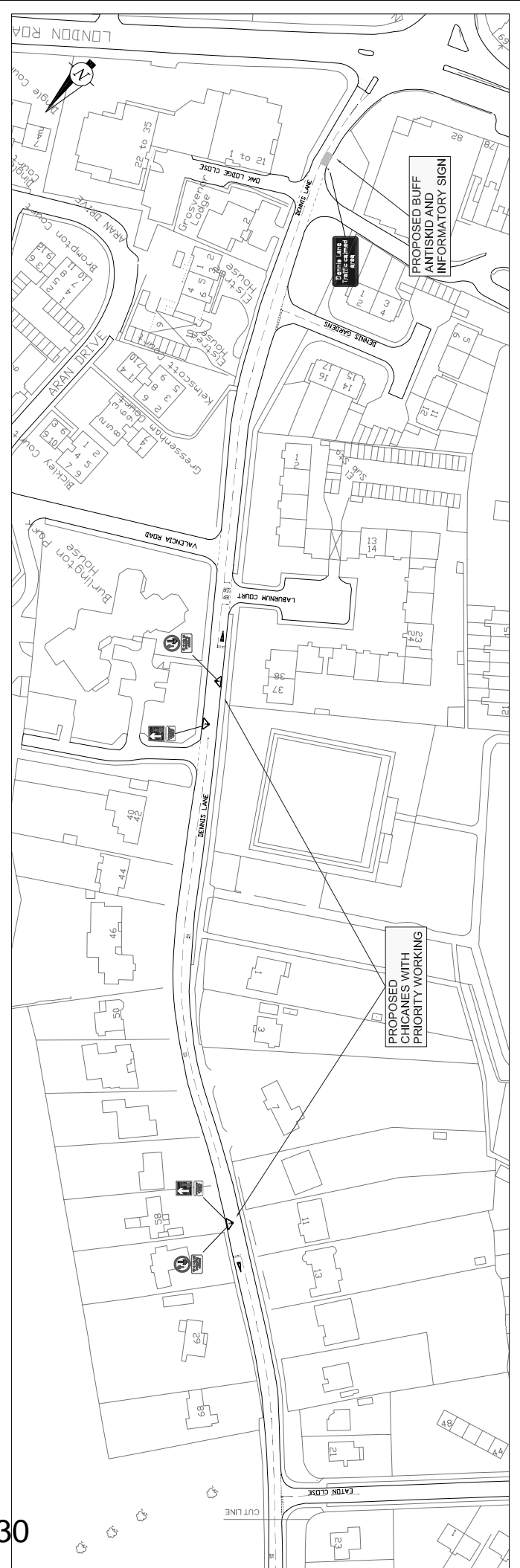
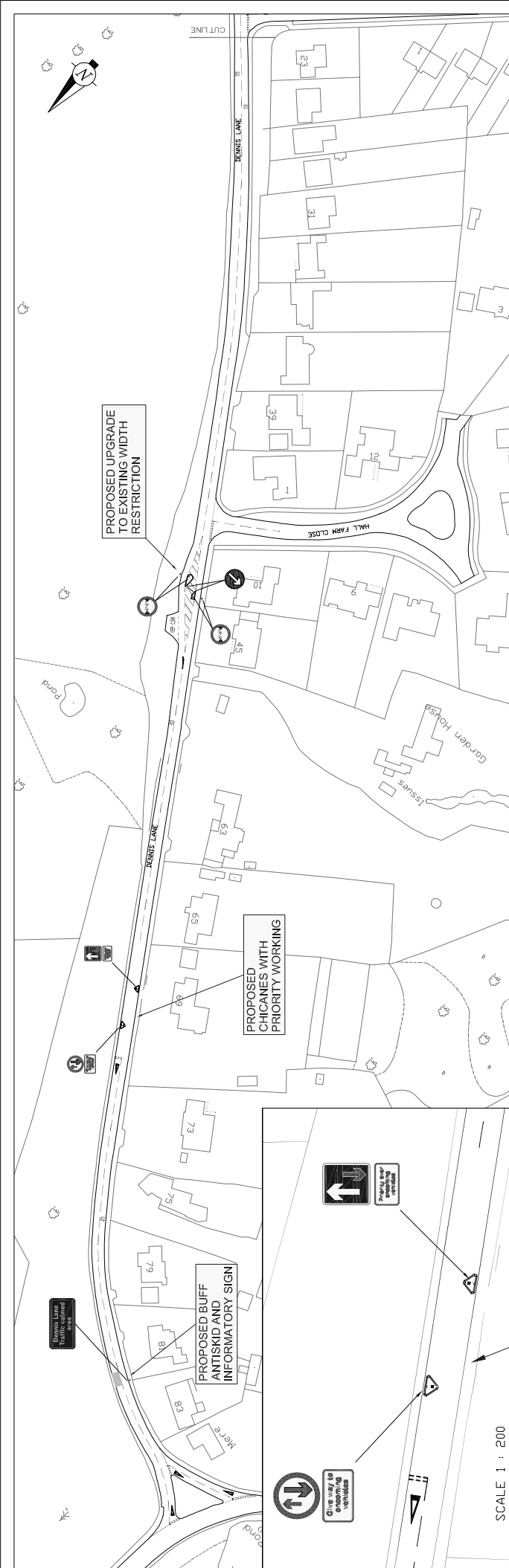
Accident 5

Severity of accident	No. of Casualties	Person type	Casualty class
Slight	1	Adult	Pedestrian
Accident Conditions	Lighting Conditions	Location	Contributory Factor
Dry	Light	Along carriageway	Pedestrian crossed into vehicle path

Accident 6

Severity of accident	No. of Casualties	Person type	Casualty class
Slight	1	Adult	Rider
Accident Conditions	Lighting Conditions	Location	Contributory Factor
Dry	Light	Turning right	Motorcycle collided with vehicle turning right

APPENDIX B



Project	DENNIS LANE LOCAL SAFETY SCHEME
Client	NTS
Drawn by	JM
Checked by	JA
Date	12/04/20
Issue	01/20/20
Revision no.	001/006-028203/02 Rev1
Title	PROPOSED TRAFFIC CALMING
Author	01/TRAFFIC/JM/DENNIS LANE

Project	DENNIS LANE LOCAL SAFETY SCHEME
Client	NTS
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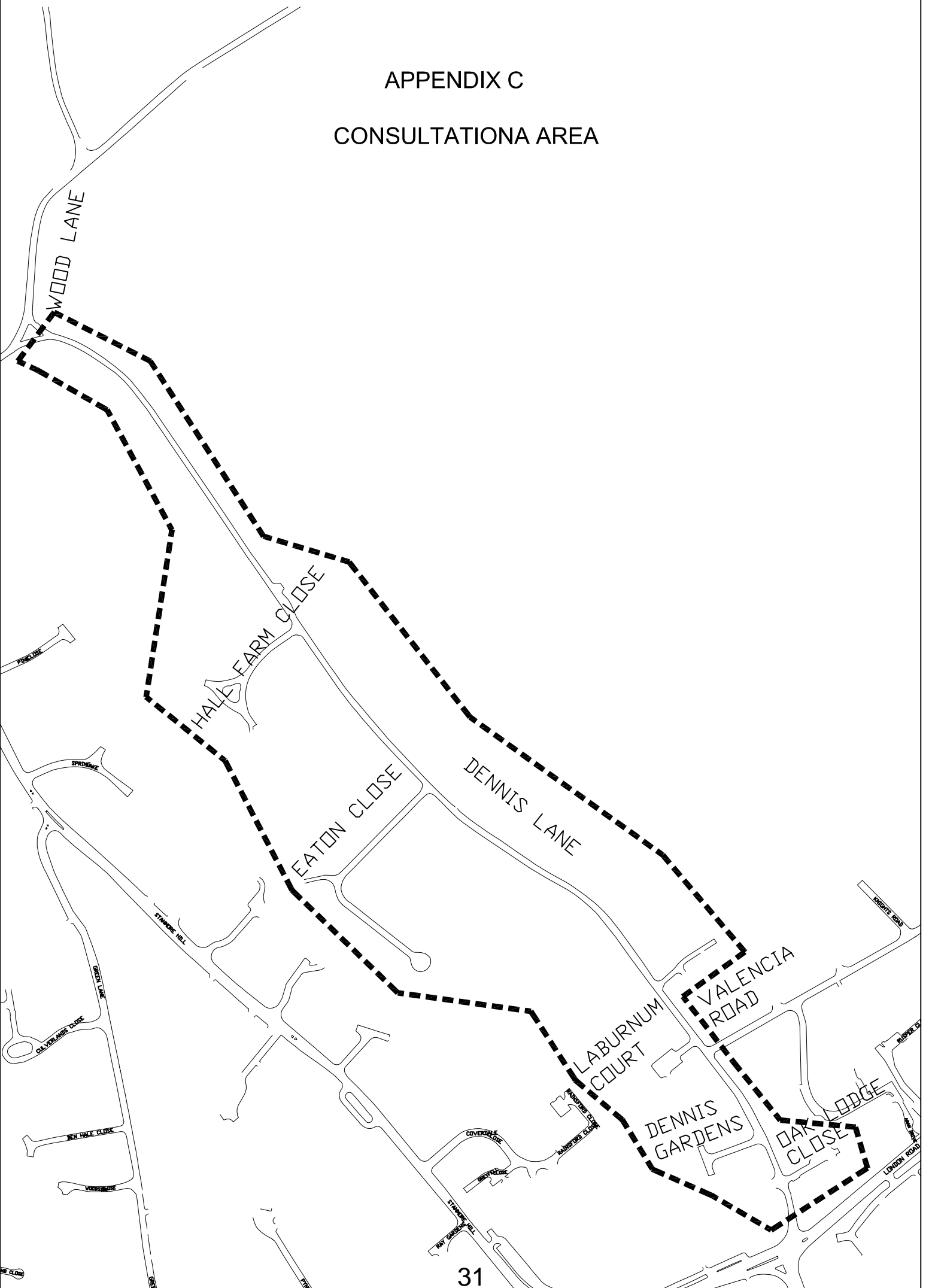
Project	DENNIS LANE LOCAL SAFETY SCHEME
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Drawn by	JM
Checked by	JA
Date	12/04/20
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Revision no.	001/006-028203/02 Rev1
Title	PROPOSED TRAFFIC CALMING
Author	01/TRAFFIC/JM/DENNIS LANE

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APPENDIX C
CONSULTATION AREA



Public Consultation – Please Read



Proposed Traffic Calming For Dennis Lane



We need your views

Introduction

It is proposed to introduce traffic calming measures in Dennis Lane to help reduce speeds and collisions injuring people and to create a safer environment.

Collisions

There have been six reported personal injury collisions in the three year study period. The most common contributory factor has been excessive speed.

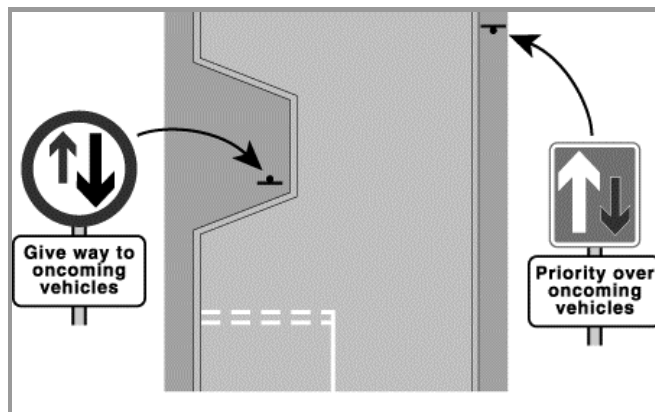
Speeds

Top speeds have been measured at more than 50mph and the average speeds are 41mph. At lower speeds collisions are less likely to occur and when they do, they are less serious.

Proposed measures:

Chicanes (Kerb build-outs) with associated priority signs and road markings.

Chicanes are kerb build-outs, which narrow the carriageway locally to one lane. They require vehicles to give way to oncoming traffic thus regulating traffic flows and speeds. This could result in traffic queues and delays, especially at busy periods such as the morning and afternoon peaks. In turn this would reduce vehicle speeds and make Dennis Lane safer and it may also reduce the volume of traffic using Dennis Lane. The chicanes would be signed to indicate who has priority.



Width restriction

It is also proposed to upgrade the existing width restriction. The amendments are designed to enhance and improve the safety of the width restriction.

Funding

Funding for a traffic calming scheme has been secured from Transport for London.

Other Considerations

Research carried out by the Transport Research Laboratory (TRL) indicates that traffic calming may increase individual vehicle emissions. However, this needs to be balanced against the potential reduction in overall emissions because of reduced traffic flows. Traffic calming has other disadvantages such as affecting the response time to emergency calls. It is considered that chicanes are less likely to have a significant effect on the emergency services compared with speed humps. The emergency services have indicated that the proposed scheme would not have a significant effect on their response times.

We need your views

Please complete the questionnaire and return it to Harrow Council in the postage paid envelope provided by **13 November 2006**. You do not need a stamp. Alternatively, you can submit your questionnaire on line (please see the questionnaire for details).

What happens next?

The council's Traffic and Road Safety Advisory Panel and or Portfolio Holder for Urban Living-Public Realm will consider the results of this consultation in November when a decision about the way forward will be made.

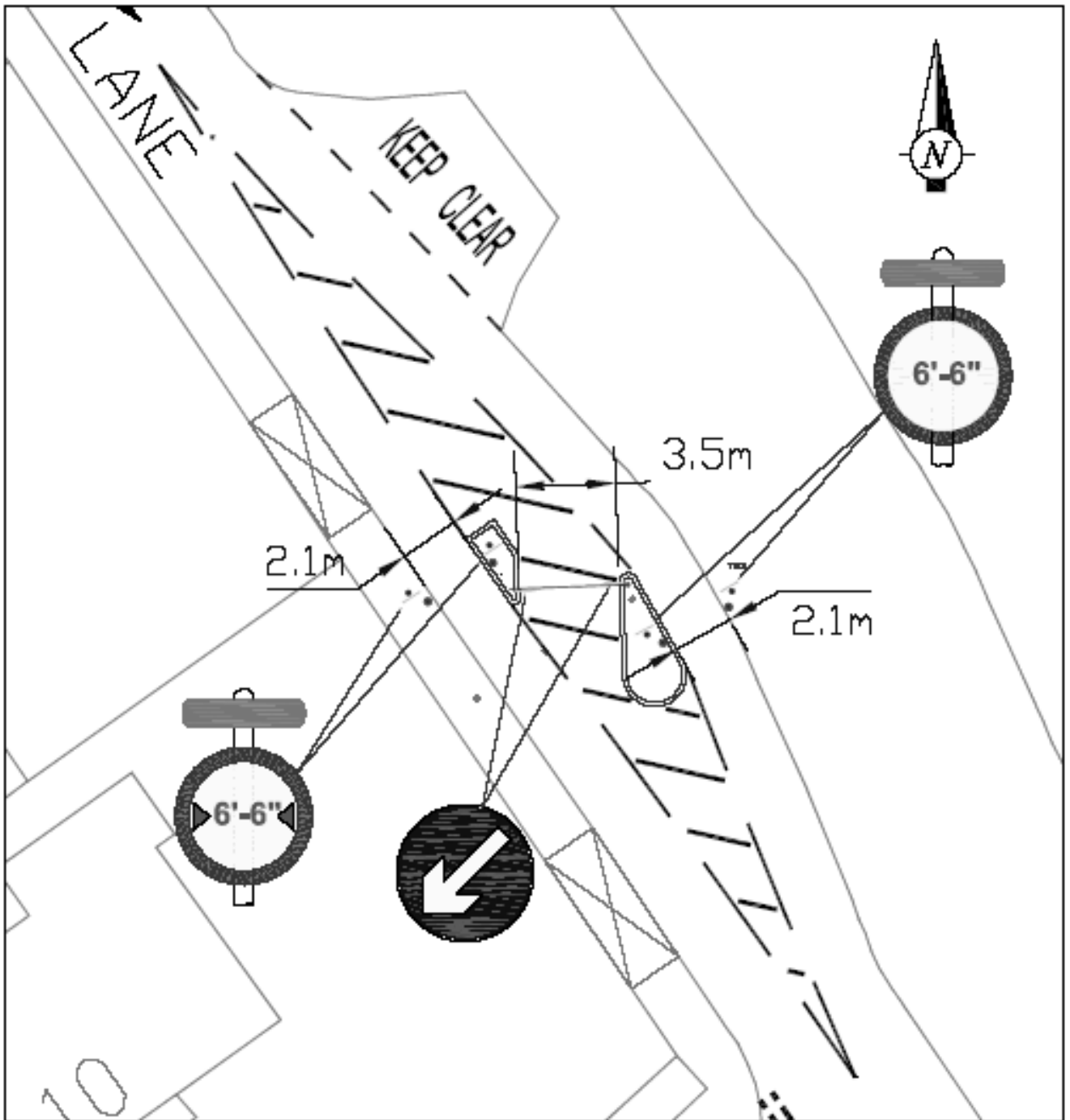
Further information

If you require further clarification or would like to discuss any issues related to the scheme, please contact Johann Alles, at the address below:

Tel: 020 8736 6816 Fax: 020 8424 7662
Email: johann.alles@harrow.gov.uk

Harrow Council
PO Box 38
Civic Centre
Station Road
Harrow
HA1 2UZ

Unfortunately it will not be possible to reply in writing to individual responses, but if you wish to know the outcome of the consultation in due course, please contact Johann Alles.



Proposed layout for width restriction

**Dennis Lane
Proposed Traffic Calming Measures**

QUESTIONNAIRE

Please read the enclosed leaflet and plans before completing this form. Please complete the questionnaire and return it in the pre-paid envelope provided (no stamp is required) to **reach us by 13 November 2006**. Alternatively you can submit your questionnaire on-line by visiting www.harrow.gov.uk . Click 'consultation' and follow the links to Dennis Lane traffic calming proposals. If you require additional copies of the questionnaire, please call 020 8736 6816.

Name (company name if appropriate): _____
Address: _____
Postcode: _____

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of the consultation and for no other purpose.

Please tick the appropriate box.

Q1 Are you in favour of the proposed scheme?

Yes No Don't know/No opinion

Please include your comments (if any) in the box below (Continue overleaf if necessary or use a separate sheet).

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection please tick here

APPENDIX E

DENNIS LANE CONSULTATION

Q1. Are you in favour of the proposed scheme?

ANALYSIS BY INDIVIDUAL AND COMBINED ROADS

Road Name	No. of questionnaires delivered	No. of questionnaires received (inc. response rate)	Yes	No	No opinion
Dennis Lane	85	41(48%)	30(73%)	10 (24%)	1 (3%)
Dennis Gardens	16	2 (13%)	1 (50%)	1 (50%)	0 (0%)
Laburnum Court	38	16 (43%)	10 (63%)	4 (25%)	2 (12%)
Eton Close	47	11 (23%)	8 (73%)	1 (9%)	2 (18%)
Hall Farm Close	8	3 (38%)	2 (67%)	1 (33%)	0 (0%)
Oak Lodge Close	35	11 (31%)	4 (36%)	6 (55%)	1 (9%)
No address given	-	2	1 (50%)	0 (0%)	1 (50%)
Wood Lane	1	1	1 (100%)	0 (0%)	0 (0%)
Total (Combined)	230	87	57 (66%)	23 (26%)	7 (8%)

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	29 November 2006
Subject:	Howberry Road and Howberry Close yellow line waiting restrictions scheme - objection to traffic orders
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure
Portfolio Holder:	Councillor Eileen Kinnear - Portfolio Holder for Urban Living - Community Safety and Public Realm
Exempt:	No
Enclosures:	Appendix A: Plan of the proposed scheme Appendix B: Letter of objection

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report deals with the objection to the traffic order and recommends the scheme be implemented.

RECOMMENDATIONS:

The Panel is requested to recommend to the Portfolio Holder

- 1.1 that the objection be set aside for reasons given in the report;**
- 1.2 that the petitioners' request for inclusion in the proposed scheme be considered when the annual Controlled Parking Zones programme is reviewed in March;**
- 1.3 that the advertised scheme shown at Appendix A be implemented and**
- 1.4 the petitioners be advised accordingly.**

REASON: To control parking and to improve residential amenity.

SECTION 2 - REPORT

- 2.1 Following the recommendation of the Traffic and Road Safety Advisory Panel of 20 June 2006 the Portfolio Holder for Urban Living - Public Realm agreed to authorise officers to take all necessary steps to advertise the traffic orders, the details of which be delegated to officers, and implement a yellow line waiting restrictions scheme in Howberry Road between Cloyster Wood and Wychwood Avenue including Howberry Close, as shown at Appendix A to operate Monday to Friday 2pm – 3pm subject to consideration of objections (if any).
- 2.2 The traffic order has been advertised in accordance to the above and the objection period ended on 26 October 2006. A petition in a form of a letter with eight signatures from the residents of 3 to 7 and 4 to 12 Wychwood Avenue has been received. The petitioners request that the proposed scheme be extended to cover their properties. They “feel that the displacement of parking to our section of Wychwood Avenue that already takes place can only increase should we not be included in the proposal”. The petitioners also explain that drivers “park on both sides of the road, leading to the same dangerous narrowing of this particular area as takes place within the currently proposed zone”. They also believe the “roundabout in front of numbers 7,8 and 10 Wychwood Avenue also becomes a serious hazard when cars are parked around it”. The petitioners’ letter is shown at Appendix B.

Options Considered

- 2.3 It is advised that the boundary of the advertised scheme was agreed following consultation with residents in September 2004. The Wychwood Avenue respondents were overwhelmingly (84%) against parking controls, with 75% opposing parking controls even if controls are introduced in the next road. Consequently the road was excluded from the scheme. The traffic in Wychwood Avenue is very light and mainly local. Whilst parking on both sides of Wychwood Avenue or within the roundabout would reduce the passage to single file, this would not create a hazard. There have been no reported personal injury accidents in Howberry Road or Howberry Close or Wychwood Avenue in the last three years (three years is the nationally recognised period for assessing accident risk for design purposes). The petitioners’ request cannot be accommodated at this stage, as it has not been part of the advertised traffic order. A fresh traffic order would be required if the request is to be met resulting in delay in the implementation of the advertised scheme. However, the Controlled Parking Zones programme is due to be reviewed in March and the petitioners’ request will be considered at that stage. It is therefore recommended that the objection be set aside and the scheme be implemented and the petitioners be advised of the above.

Financial Implications

2.4 The estimated cost of the scheme is £10,000 which can be funded from the 2006-07 Controlled Parking Zones capital budget.

Legal Implications

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

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Anil Nagpal Date: 16 November 2006
Monitoring Officer	<input checked="" type="checkbox"/>	Name: Adekunle Amisu Date: 16 November 2006

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Mohsen Nekouzad, Principal Engineer, Traffic and Road Safety (East Area), Tel: 020 8424 1888, Fax: 020 8424 7662, E-mail: mohsen.nekouzad@harrow.gov.uk



Background Papers:

Traffic and Road Safety Advisory Panel report of 20 June 2006 and associated Portfolio Holder Decision

1.	Consultation	YES
2.	Corporate Priorities	NO
3.	Manifesto Pledge Reference Number	



KEY

-  EXISTING MONDAY TO FRIDAY 2 - 3PM WAITING RESTRICTIONS
-  PROPOSED MONDAY TO FRIDAY 2 - 3PM WAITING RESTRICTIONS

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URBAN LIVING - AREA SERVICES
PUBLIC REALM INFRASTRUCTURE

P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Project

HOWBERRY ROAD

Title

PROPOSED WAITING RESTRICTIONS
42

Scale

NTS

Drawn JA

Date 16/11/06

Checked

Drawing no

LBH/TM/JA/031

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APPENDIX B

Wychwood Avenue,
Edgware,
Middlesex.

S. J. Swain,
Transportation Manager,
Urban Living,
P.O. Box 38,
Civic Centre,
Station Road,
Harrow,
HA1 2UZ

12th October 2006.

Dear S. J. Swain,

Reference DP2006-16/92.05.37: Howberrry Road and Howberrry Close – proposed waiting restrictions.

We, residents of houses 3 to 7 and 4 to 12 Wychwood Avenue, Edgware, write to ask that **this section of our street be included** in the above proposed scheme.

The reason for this request is that this particular section of the street has exactly the same issues with commuter parking as adjacent Howberrry Road. We feel that the displacement of parking to our section of Wychwood Avenue *that already takes place* can only increase should we not be included in the proposal, and we feel it imperative that we are included at this early stage while plans are still flexible.

Long stretches of continuous curb from the road junction to the driveways of the first houses in our street - numbers 3 and 4 Wychwood Avenue - induce drivers to park on both sides of the road, leading to the same dangerous narrowing of this particular area as takes place within the currently proposed zone.

A small roundabout in front of numbers 7, 8 and 10 Wychwood Avenue also becomes a serious hazard when cars are parked around it, something we wish to pre-empt an early stage.

Wychwood Avenue, being a long crescent, has in the past not produced a statistical reaction to this issue. The reason is that no other residents of this street are affected, since the other parts of the road are too far from the station for commuters to consider parking in. Our section of the street, however, is directly involved and affected by this proposal. Therefore, in view of the council policy of taking ALL resident views into account, we present this amendment.

Please treat each signatory to this letter as an individual submission, and note that INDIVIDUAL replies are requested to each separate signatory address below, thank you.

Yours sincerely,
SIGNED AS BELOW.

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Meeting:	Traffic and Road Safety Advisory Panel
Date:	29 November 2006
Subject:	Highway Proposals for Bridge Street, Pinner
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure
Portfolio Holder:	Cllr Eileen Kinnear, Community Safety and Public Realm
Exempt:	No
Enclosures:	Appendix A: Scheme Proposals

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the details of a highway scheme for the junction of Bridge Street and Love Lane in Pinner together with results of the public consultation that was carried out on the proposals. The details of a petition received are also included.

RECOMMENDATIONS:

The Panel is requested to recommend to the Portfolio Holder to:

1. Approve the scheme for implementation, subject to consideration of any objections to the traffic order relating to the waiting restriction upgrade;
2. Delegate authority to officers to finalise details of the scheme and make the necessary traffic orders, the Statement of Reasons to be “to improve safety and facilitate U-turning by buses”;
3. Authorise officers to advise the head petitioner accordingly.

REASON: To enable scheme implementation

SECTION 2 - REPORT

Background

Bridge Street is within the busy shopping area of Pinner. The road is classed as a Borough Distributor Road and carries a significant flow of traffic.

During a recent bus route study on route 183, some highway issues were identified near the junction of Bridge Street with Love Lane.

This report outlines improvement proposals for this junction and also presents the results of public consultation carried out on the proposals.

Issues identified

The bus stop outside number 31 Bridge Street serves buses on route H11, H12 and H13. The stop is a 24-hour clearway. This means that, with the exception of buses, vehicles must not stop within the marked bus stop area at any time. Any driver caught stopping on the clearway may be issued with a Penalty Charge Notice leading to a fine.

Observations have shown that cars and other vehicles frequently abuse the bus stop and the risk of being penalised appears not to be a satisfactory deterrent at this location. Although the illegal parking is typically short term (and one of the reasons why Traffic Wardens are often unable to issue a ticket), the affect is that buses often have to stop on the main carriageway instead of the lay-by. This has two key implications:

1. General traffic flow including other buses are held up further down the road whilst the bus drops off and picks up passengers; and,
2. Buses are unable to pull up close and parallel to the kerb making the boarding and alighting of passengers, particularly those that are mobility impaired, dangerous and difficult.

A second issue that was identified by the study is the unsatisfactory arrangement at the Bridge Street / Love Lane junction. This is a three-arm priority junction that has been widened extensively to allow for the buses to be able to U-turn. The wide nature of this junction makes it a relatively unsafe place for pedestrians, particularly those that attempt to traverse across the junction instead of using the designated pedestrian crossings. There have been 7 reported accidents within 50 metres of the junction over the period 1st March 2003 to 28th February 2006. Of these, 5 were directly related to movement of traffic and 2 involved U-turning vehicles.

In addition, the wide nature of the junction encourages inappropriate parking, which in turn prejudices safety and delays buses and general traffic flow.

Recommendations

There are three key elements to the proposals. These are shown in the plan in Appendix A and outlined below:

1. The introduction of a removable island adjacent to the bus stop outside number 31 Bridge Street;
2. The introduction of a mini roundabout at the junction of Bridge Street with Love Lane; and,
3. The upgrading of waiting and loading restrictions at the junction of Bridge Street and Love Lane.

The idea behind proposal 1, the island, is to create a short 'bus way' at the bus stop and experience has shown that general traffic would tend to keep out of bus ways. A local example of this working can be seen at Belmont Circle. A removable island is proposed because of the annual Pinner Fair. If the clearway is successfully kept clear of traffic, buses will be able to pull up close and parallel to the bus stop, reducing delay to other traffic and removing inconvenience to passengers.

The purpose of proposal 2, the mini roundabout, is to formalise the U-turn of the 183 and other U-turning traffic. This should make the junction safer for all traffic compared to the current situation and improve the turning capacity of traffic from Bridge Street into Love Lane to reduce delay on the main road. It will also help to remind pedestrians the type of movements that occur at this junction, including U-turns, and discourage crossing at this location.

The purpose of proposal 3, the upgrade of waiting and loading restrictions is to ensure that the junction remains clear of parked vehicles in the interests of safety and reducing delay.

Consultation Results and Petition

Key stakeholders, local residents, businesses and the local residents' association were consulted on the proposals. A summary of the results is given in Table 1 below:

Table 1: Summary of consultation responses received

Question	Responses Received		
	Yes	No	No Strong Opinion
In principle are you in favour of: The proposed scheme?	30	5	2
The introduction of a removable island adjacent to the bus stop outside 31 Bridge Street?	29	4	4
The introduction of a mini-roundabout?	28	6	4
The upgrading of waiting and loading restrictions?	26	7	5

In addition to the above responses, a letter was received from Gareth Thomas MP on behalf of one of the local traders, objecting to the proposed upgrade of the waiting restrictions. A second letter from Gareth Thomas MP was received with a petition containing 70 signatures from local traders objecting to the proposed upgrade to the waiting restrictions on the grounds that customers would not, in the traders' opinion, be able to "pop in and out" from their shops due to the restrictions.

As shown on Appendix A, the waiting restrictions are proposed only at the junction. There are restrictions currently in place until 6.30pm. The proposal is to upgrade this to "At Any Time". This is necessary to maintain good visibility for all traffic at the junction and in particular to ensure buses can do the U-turn safely. Customers to shops at the junction that remain open after 6.30pm should be able to find parking close by, bearing in mind the majority of shops will be closed. Any loading/unloading that cannot take place within rear service areas or designated loading bays, can continue to stop for short periods at the junction as the proposals are only waiting restrictions and not loading restrictions.

A letter was also received from The Pinner Association requesting a site meeting to discuss the proposals. This was carried out on the 1st November 2006 and was attended by several members of the Association. The purpose of the three main elements of the scheme was discussed. In particular, officers clarified to the Association the extent of the proposed waiting restriction upgrade and that loading/unloading will continue to be permitted. It was also clarified that guard railing was not being proposed around the junction.

The Association also raised the matter of a pedestrian refuge island on Love Lane needing attention and possible relocation, which officers have agreed to

investigate as part of this scheme. The Association requested that the council review the proposals once they have been installed and compare with existing accident statistics and speed surveys.

Financial Implications

The estimated cost of implementing the scheme is £25,000 (excluding design and consultation costs to date). The full costs are being funded by Transport for London.

Equalities Impact consideration

The proposals should benefit various road users. The bus stop proposal in particular will allow more buses to stop closer to the bus stop kerb making boarding and alighting easier for passengers.

Legal Implications

The proposals will require amendments to current Traffic Regulation Orders to upgrade the waiting restriction to "At Any Time".

Community Safety (s17 Crime & Disorder Act 1998)

These proposals do not have any significant impact on Community Safety.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Anil Nagpal Date: 17 /11/06
Monitoring Officer	<input checked="" type="checkbox"/>	Name: Adekunle Amish Date: 17/11/06

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

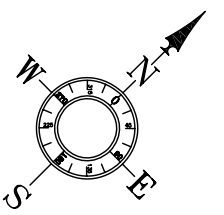
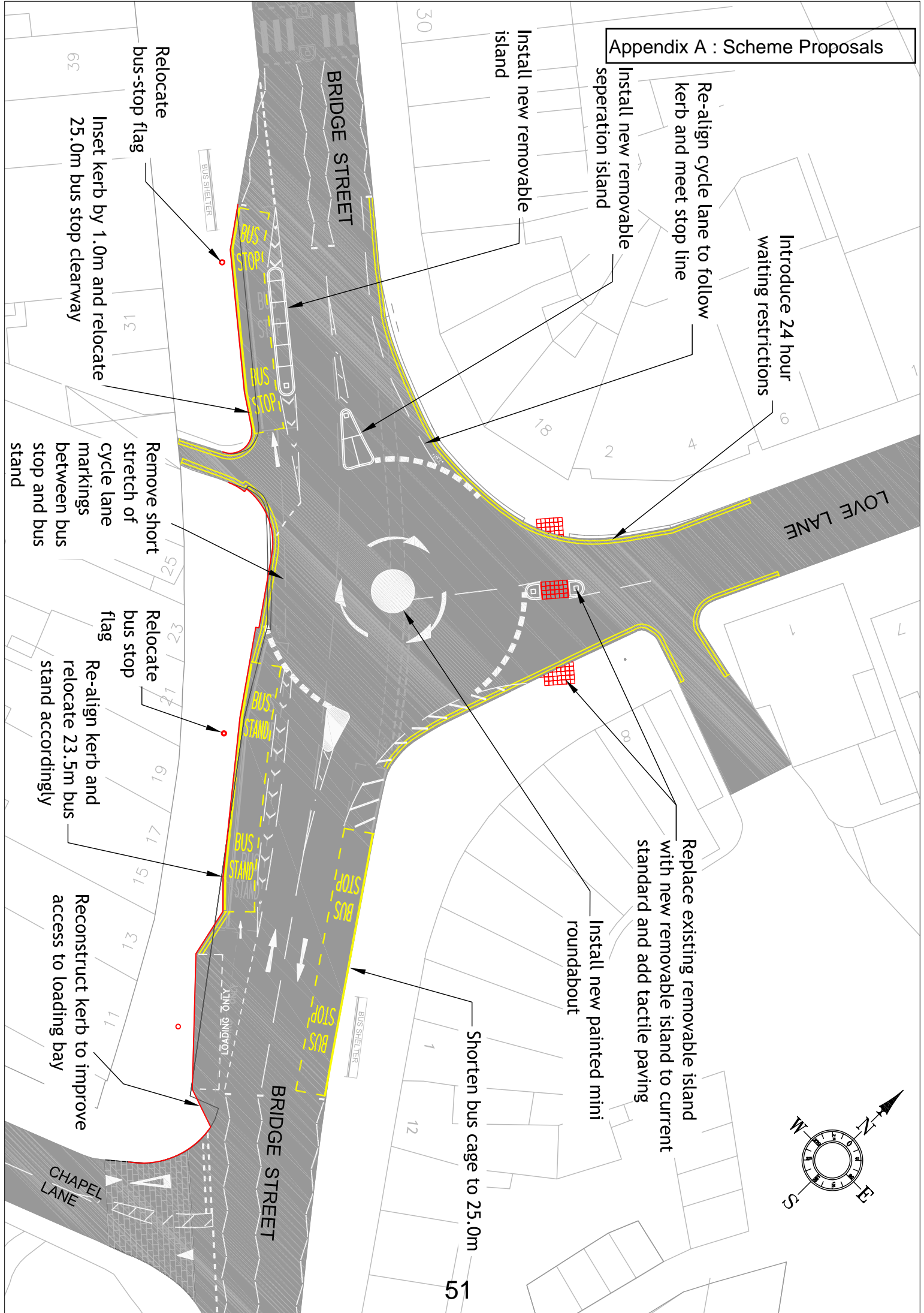
Contact: Mr Hanif Islam, Transport Planner, 020 8424 1548

Background Papers: Consultant Steer Davis Gleave Report, Bridge Street Study, Pinner, January 2006

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	YES
3.	Manifesto Pledge Reference Number	N/A

Appendix A : Scheme Proposals



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