

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.

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