

**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.

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