

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 3rd June 2015

Subject: Petitions:

1. Queensbury area – Request to have hours changed to the original proposed hours of control
2. Elmcroft Crescent – Request for mirror and to extend the double yellow lines.
3. Wemborough Road / Weston Drive – Request for 20 mph zone.

Responsible Officer: Caroline Bruce - Corporate Director,
Environment & Enterprise

Exempt: No

Wards affected: Queensbury, Kenton East, Headstone
North, Belmont

Enclosures: None

Section 1 – Summary and Recommendations

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

FOR INFORMATION

Section 2 – Report

Petitions 1 – Queensbury Parking zone - petition

- 2.1 A petition was presented to the February meeting of TARSAP from residents of Malvern Gardens, Queensbury containing 35 signatures. The petition states:

“We the undersigned are enormously disappointed that, at the meeting the meeting of the Traffic and Road Safety Advisory Panel on 2nd October 2014, an amendment was made to the recommendation regarding Malvern Gardens and Winchester Road. Specifically, that the recommendation of a Monday – Sunday 8am to midnight controlled parking zone was amended to only cover Monday – Sunday 6pm to midnight.

This last minute change to the recommendation without consideration for the wishes of many residents of these roads, and is contrary to what we have requested the council impose for a number of years. We therefore Petition the Panel to reconsider its decision, and reinstate the original recommendation for a Monday – Sunday 8am – midnight controlled parking zone for these roads”.

- 2.2 Members of the Panel were able to consider this issue as a part of the annual parking programme item which was also on the agenda for the February meeting. This set out all the current parking pressures currently on the network and gave members the opportunity to consider the priorities for the 2015/16 programme of work. The Panel did not prioritise the changes requested by the petitioners for Malvern Gardens and they have not been included in the 2015/16 programme.

Petition 2 – Elmcroft Crescent – Road safety petition

- 2.3 A petition containing 125 signatures was presented to the council in March 2015. The petition states:

“We the undersigned ask Harrow Council to fulfil their duty of care to the residents of Elmcroft Crescent and make the following safety improvements.

- 1) At the junction of Elmcroft Crescent and Headstone Lane install a mirror to provide sight from Elmcroft Crescent onto Headstone Lane; additionally extend the yellow lines to further aid sight.*
- 2) At exit from Elmcroft Crescent onto George V Avenue place yellow lines round the corner on both sides of the road and install a mirror.”*

- 2.4 The council has not permitted mirrors to be erected on the public highway because they do have negative safety implications. It was possible to make an application to the Department for Transport (DfT) for a mirror through a special authorisation because mirrors are classed as a type of sign, however, the DfT now no longer accept any applications and it is not possible to put mirrors on the highway.
- 2.5 The council’s reasons for not using mirrors are that they can give a false sense of speed and distance when assessing approaching traffic which may be misinterpreted by drivers and pedestrians and prejudice rather than improve road safety. They can also cause glare at night from drivers head lights and are not conducive to adverse weather conditions which can hinder rather than help improve road safety. In addition they are prone to vandalism.
- 2.6 Double yellow lines were implemented at the junction of Elmcroft Crescent and George V Avenue and Headstone Lane as part of the North Harrow CPZ. Although the Highway Code states that drivers should not park within 10m of a junction, this distance is used as a starting point and the actual distance required may be less than 10m and is determined by using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance.
- 2.7 The double yellow lines at the junction do comply with this recommendation and would appear sufficient to improve visibility at this junction and therefore it is not proposed to extend the existing waiting restrictions.

Petition 3 – Wemborough Road and Weston Drive - Request for 20 mph zone

- 2.8 A petition containing 181 signatures was presented to the cabinet in April. The petition states:

“We, the residents of Wemborough Road and Western Drive, would like to bring to your attention the vehicle accidents along the route especially at the junction of Western Drive and Wemborough Road. We accept that Harrow Council has made several unsuccessful attempts to make the junction safe, but more needs to be done before someone is seriously injured or killed.

We urge Harrow Council to implement appropriate speed reduction measures (such as speed cushions, 20 mph speed restriction etc.) to reign in speeding motorists before more damage is done to property limb or life.

We welcome the full support of our ward councillors in this matter.

- 2.9 The problems highlighted in the petition are unfortunately typical of many locations throughout the borough. As a result a considerable number of similar requests are received by the council for speed reducing measures to address these concerns.
- 2.10 The funding available for these types of measures is used specifically to achieve a reduction in the number of road traffic accidents involving personal injury. This is in line with the Governments revised road safety strategy targets to reduce the number of killed or seriously injured accidents nationally by 40% by the year 2020.
- 2.11 The number of sites that can be considered for accident remedial schemes is limited by the available budget and therefore each site is reviewed against a set assessment method for considering traffic calming requests agreed by the Panel in 2012. This objective method of assessing requests has allowed Harrow to prioritise roads so that the worst accident and traffic problems can be dealt with first. In terms of road safety this has helped us to become one of the safest London boroughs
- 2.12 A review of the most up to date personal injury accident data for the Wemboorough Road / Weston Avenue junction has indicated that there were two slight injury accidents at the junction within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas. This level and severity of personal accidents would not warrant intervention at this stage as these roads would be considered to have an acceptable road safety record in comparison to other sites in the borough where serious or fatal accidents have occurred.
- 2.13 The panel are advised that the council has introduced safety measures to highlight the bend at this junction in the past. These measures include traffic islands, chevron signs, a speed activated sign and road markings. With regards to having a 20 mph zone on Wemboorough Road under Department for Transport (DfT) guidance, when a 20 mph zone is introduced it is generally supported by physical measures (humps, kerb build outs etc), this requires statutory consultation with the Police, the emergency services, other key stakeholders and members of the public.
- 2.14 In this case it is council policy not to implement traffic calming measures such as road humps on borough distributor roads such as Wemboorough Road or Weston Drive as they could affect statutory response times for the emergency services and impact on bus journey times. In addition the

implementation of a 20 mph zone could transfer traffic to nearby local residential roads.

- 2.15 In recognition of the concerns raised by the petitioners officers will raise the issue of speeding traffic with the Police at our next regular Traffic Liaison meeting and we will arrange for a site visit to ascertain whether there are any other engineering measures such as speed activated signs or additional road markings or signs which may be suitable in this case.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. No updates on the progress made with previous petitions will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

Section 4 – Financial Implications

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

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? No.
- 5.2 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 17/05/15

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Background Papers:

Previous TARSAP reports

Public and statutory consultation documents highlighted in the report