

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

Date of Meeting: 11 February 2016

Subject: **INFORMATION REPORT**

Petitions relating to:

1. Greenhill Way- request for controlled crossing
2. Kerry Court – requesting additional hours and banning mini cab drivers from using the road.
3. Eastcote Lane – Objecting to double yellow lines outside 259 - 261

Responsible Officer : Tom McCourt – Corporate Director,
Community

Exempt: No

Wards affected: Greenhill, Canons, Roxbourne

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

Petition 1 – Greenhill Way – Request for pelican crossing

- 2.1 A petition containing 19 signatures was presented to the council in November 2015. The petition states:

“We write this letter and enclose this petition on behalf of the residents of Greenhill Way, since the last fifteen years Greenhill Way has become a major link road and the residents of Greenhill Way are daily facing difficulties as follows:

Safely exiting the driveways of their houses onto Greenhill Way due to the continuous flow of traffic and blind spots due to the bend at the top of Greenhill Way and two-way traffic from both side of the road. There have been a number of accidents at this junction in the past.

We believe that a pedestrian crossing light should be provided on Greenhill Way by the Debenhams rear entrance, so that the oncoming traffic are obliged to stop their cars and the residents can safely exit their driveways and can also cross the roads without difficulty due to the non-stop traffic”

- 2.2 The petition contains a number of issues some of which are related to the alleyways being too narrow and congested, inadequate lighting and rubbish being dumped there. These aspects have been referred to the relevant departments within the council. The request for a controlled “pelican” pedestrian crossing is being reported to this Panel as it would fall within its remit.
- 2.3 For information the council receives many requests each year for new controlled pedestrian facilities such as zebra or pelican crossings and because the funds available to the Council is limited TARSAP has agreed a set assessment method for considering and prioritising requests for measures which takes into account a range of different factors.
- 2.4 The main factors measured are the number of people crossing the road, the volume and speed of traffic and the number of personal injury accidents on the road near to the proposed site. Other factors to consider include, site geometry, the width of the road and the proximity of local amenities such as hospitals, schools and shops.

- 2.5 An assessment using our criteria for intervention was carried out in Greenhill Way opposite Debenhams Department store to establish whether this site would meet the threshold for intervention. Speed, volume and pedestrian counts were undertaken and we examined our most up to date personal injury accident data for this section of road.
- 2.6 The assessment indicated that the request was not justified and therefore we would not be taking this request forward.

Petition 2 – Kerry Close – Request for changes to existing CPZ

- 2.7 A petition containing 46 signatures was presented to the council in December 2015. The petition states:

“We the duly undersigned: Urge Harrow Council to address the safety issues and environmental concerns arising from the parking and violation of the Highway Code at Kerry Court, Kerry Avenue and the junctions thereof – both with each other; at the cross roads with Valencia Avenue: Glanleam Road and Kerry Avenue North – and at those junctions of Kerry Court with London Road, Stanmore.

We request that the aforesaid Kerry Court and Kerry Avenue are made specific, “Residents Only” controlled parking zones e. g. H2- with no private hire licenced passenger vehicles allowed to park at any time.

In the alternative that the parking restrictions currently fixed for 10am to 11am and 3pm to 4 pm, Monday to Saturday be extended Monday to Sunday and with a further prohibition on parking between 5:30 pm and 8pm with an additional stipulation that there be no private hire licenced passenger vehicles allowed to park at any time.

This would serve to protect residents, pedestrians and other road users from the existing problems of parking congestion, parking obstruction, a risk of accidents from traffic driving up and around areas mentioned above and the danger to resident’s vehicles pulling out of or backing out of drives on Kerry Avenue South and the further danger to pedestrians walking in and about Kerry Avenue South and Kerry Court.”

- 2.8 Kerry Avenue and Kerry Court are already located within the Stanmore Controlled parking zone H with operational hours of Monday – Saturday, 10am – 11am and 3pm – 4pm.
- 2.9 The suggestion that Kerry Avenue and Kerry Court should be in a designated zone for residents only, excluding private hire licenced passenger vehicles, is not a viable option. These roads are designated as public highway and cannot be treated as though they are private.
- 2.10 It should be noted that if the area was designated as a resident permit parking zone non-resident vehicles would still be eligible to load and unload in order to allow people to receive deliveries and private hire

licenced passenger vehicles would also be permitted to pick up and set down passengers.

- 2.11 In general resident permit zones are usually introduced where parking capacity in the road is fully taken up and it is necessary to discourage long term on-street parking by non-residents in order to make more of the road space available for residents. Usually zones are made up of a number of roads so that there is flexibility to accommodate local parking access over the area as a whole. Making each street into a separate zone would reduce that flexibility and result in more local residents being unable to access parking as they would be prevented from parking in a neighbouring street.
- 2.12 Therefore in principle it is possible to create a separate zone that is exclusive to residents in Kerry Avenue and Kerry Court, however, it is not recommended because this may have a detrimental effect on neighbouring streets in the existing zone.
- 2.13 There is a separate report regarding the parking programme for 2016/17 on the agenda for this meeting where members will be able to consider whether any measures should be prioritised for this road.

Petition 3 - Eastcote Lane – Objection to double yellow lines associated with bus priority scheme

- 2.14 A petition containing 810 signatures was presented to the council in December 2015. The petition states:

“We the undersigned have started this petition to oppose in the strongest possible terms the use of yellow lines on any part of Eastcote Lane, apart from where a pedestrian refuge is being created.

*We feel the inclusion of yellow lines along Eastcote Lane in places where parking is presently permissible is for the sole purpose of **collecting parking fines.***

*The following pages of signatures which were gathered over two and a half weeks demonstrate quite clearly that approximately **810 people** both residents and customers of local businesses, are **totally opposed** to the blatant inclusion of yellow lines.*

*We hope and trust this petition makes you see how **detrimental** the inclusion of random yellow lines will be to the entire community. We need to save and promote the local shops not destroy them.”*

- 2.15 The objection and petition has been discussed with the Portfolio Holder and after careful consideration he has decided to omit the double yellow lines from the scheme.

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	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 27/01/16		

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

Decision Notices

Public and statutory consultation documents highlighted in the report

Crossing Assessment