
**Report for: TRAFFIC & ROAD SAFETY
 ADVISORY PANEL**

Date of Meeting: 13th October 2020

Subject: **INFORMATION REPORT**
 Petitions

1. Furness Road - Request for yellow lines
2. Dennis Lane - Request to restrict traffic flow on Dennis Lane
3. Whitefriars Avenue / Graham Road / Wolseley Road – Objection to proposed parking amendments
4. Sheepcote Road – Request for speed cameras
5. West Harrow – Request for low traffic neighbourhood
6. Little Common – Request for speed reduction
7. Harrow Street space program – objection to PS-07- PS-08 and LTN-01
8. Wellington Road, area – Wealdstone – Request for parking controls to operate 10 -11am 2- 3pm and 6 pm to midnight, Mon - Sunday
9. Honeypot Lane – service road – Remove pedestrian barriers
10. Elmgrove Road – Request for traffic calming measures
11. Hiliary Gardens – Request for traffic calming measures

Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Varsha Parmar – Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	Pinner, Harrow on the Hill, West Harrow, Stanmore Park, Wealdstone, Greenhill
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.

Recommendations:

None, the report is for information only.

Reason:

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken.
- 2.2 No updates on the progress made with previous petitions will be reported because officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any further updates.

Options considered

- 2.3 This report is provided only to update members on the status of petitions received by the Council that are within the terms of reference of TARSAP.

Background

Petition 1 – Furness Road – Request for yellow lines

- 2.4 A petition containing 25 signatures was received at the end of January 2020. The petition states:

“Residents are calling for yellow lines to be installed in Furness Road, Harrow, HA2 to alleviate serious parking and traffic flow problems experienced daily between 7:30 a.m. and 6:00 p.m.

The residents of Furness Road have signed this document because they are concerned that the serious parking problems experienced daily, which limits the available space for traffic flow, could result in a serious incident.

The issue is that at times, when vehicles are parked on both sides of the road, it is impossible or very difficult for larger vehicles, e.g. dustmen, delivery vehicles, Dial-a-Ride buses and emergency vehicles, to get up the road. In fact, last year an emergency ambulance was unable to get up the road to a patient, had to park near the bottom of the road and the paramedics then had to walk up the road and bring the patient to the ambulance in a wheelchair.

Furness Road is a cul-de-sac; Grange School is at the top end of the road and a very busy doctor’s surgery at the bottom. Doctors practice staff start to arrive before 8:00, and their cars are in the road for most of the day; vehicles bringing patients to the surgery then come and go throughout the day.

Vehicles bringing and collecting school children arrive in large numbers twice a day: usually between 8:30 and 9:00 and 15:15 and 15:45. The residents of Furness Road believe that to alleviate the above problem the Council should arrange for parking restrictions to be implemented in the whole of Furness Road by use of yellow lines.”

- 2.5 The request was assessed in line with the Local Safety Parking Schemes Programme assessment factors and met the criteria for intervention. Double yellow lines (“at any time” waiting restrictions”) are proposed to deal with the issue of obstructive parking.

Petition 2 – Dennis Lane, Stanmore – Request to restrict the traffic flow on Dennis Lane

- 2.6 A petition dated 19th February containing 65 signatures was received in March 2020. The petition states:

“Implement a one way system at the top end of Dennis Lane by prohibiting traffic coming down from Wood Lane into Dennis Lane, for a short distance only, just like what the council implemented recently on Green Lane. We believe this option is effective; it will cut down the traffic on Dennis Lane by approximately 50% and is cheap to implement. We the undersigned agree that the above petition should be actioned accordingly as we all care about the negative traffic impact on our roads at present.”

- 2.7 The funds available to the council to implement traffic management schemes come from Transport for London and are intended to deliver the Council’s Transport Local implementation Plan (LIP) programme of investment.
- 2.8 The council has a set assessment method for considering requests such as these to check their suitability for inclusion in the LIP programme and to help prioritise schemes. The criterion is strongly weighted towards sites where there is a history of killed and seriously personal injury accidents in line with the mayor for London’s Vision Zero initiative. 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.
- 2.9 A check of the council’s most up to date personal injury accident data for Dennis Lane indicates that there have been no reported KSI personal injury accidents 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. On this basis the request for a point no entry at the junction with Wood Lane / Dennis Lane is considered a low priority for the council at the present time.
- 2.10 An opportunity for a low traffic neighbourhood scheme to address through traffic in Dennis Lane has previously been proposed earlier in the year as a part of the Council’s Street Spaces Programme. Whilst this proposal involved a full closure of the road the aims of the scheme are very similar to what the petitioners are proposing. At that time significant local opposition was demonstrated to the Council’s proposal and this was rejected by TARSAP at a special TARSAP meeting in August to discuss the programme.
- 2.11 The London Streetspace Programme is funded by TfL in place of the LIP as a response to the coronavirus health crisis and TfL’s own financial crisis. The funding only covered schemes that could be delivered by the end of September. There are therefore no opportunities to bid for additional schemes under this programme.

Petition 3 – Whitefriars Avenue, Graham Road, and Wolseley Road – Objection to the proposed new parking amendments in Zone C1.

- 2.12 A petition containing 221 signatures was sent to the council in March 2020 in response to a public consultation exercise that detailed proposals to amend the current parking management arrangements. The petition states:

“We, the undersigned members of the congregation of the Sri Lanka Muslim Cultural Centre (UK), based at the above address wish to express our great concerns and strong objections in respect of the proposed parking restrictions and amendments to be introduced shortly. Notice has been served that remove the above roads from the existing zone CA Monday to Friday 10-11 am, 2-3 pm and to include them in the existing zone C1 Monday to Sunday 8am-Midnight.

We consider that this amendment/restriction to be grossly unfair and unreasonable and therefore kindly request you to restore and maintain the existing system.”

- 2.13 All responses to the public consultation including this petition were collated and presented to the Portfolio Holder for Environment and local councillors. After careful consideration the Portfolio Holder decided to approve the scheme with some changes to allow some short-term pay and display parking in those areas around the religious establishments.

Petition 4 – Sheepcote Road – Request for speed camera

- 2.14 A petition containing signatures was received by the council in March 2020. The petition states:

“We call on Harrow Council to take actions regarding a local traffic and speed limit in the area, particularly around Sheepcote Road. This petition is in relation to a survey Harrow Greenhill Neighbourhood. We would like to discuss this matter on the event on Saturday 14th March”.

- 2.15 The accompanying letter with the petition specifically referred to the introduction of speed cameras.
- 2.16 The problem of excessive speeds which is highlighted in the letter accompanying the petition is unfortunately common at many sites within the borough and as a result, the council receives a considerable number of requests for speed reducing measures to address these local concerns.
- 2.17 In general the funds available to the council for road safety schemes comes from Transport for London and are used to target killed and seriously injury accidents (KSI's) in line with the Mayor for London's vision zero strategy and the Council's Road Safety Strategy. The criterion for intervention focuses on reducing KSI accidents in accordance with Council policies.

- 2.18 With regard to speed cameras these are installed by the London Safety Camera Partnership (LSCP), a part of Transport for London, and not the Council. Speed camera locations have to meet strict Department for Transport guidelines and are only located at sites where there have been three or more speed related killed or serious (KSI) personal injury collisions within the last three years. In Sheepcote Road there are no accident clusters meeting that criteria and it is not possible to make a case for a speed camera.
- 2.19 As you will be aware the Police are responsible for enforcing speed limits and for dealing with issues relating to speeding or dangerous and inconsiderate driving and these incidents are discussed with them at the Council's quarterly traffic liaison meetings. Generally localised speeding issues are referred to the Police Safer Neighbourhood Team (SNT) for their attention.
- 2.20 A 24hour, 7-day speed survey was commissioned in Sheepcote Road and the details were passed to the lead petitioner and the Police for information. Officers undertook an appraisal of the site to ascertain whether speed activated signs and "Slow" markings would be appropriate.
- 2.21 Officers are discussing the petition with the Senior Road Safety Officer to determine whether a road safety campaign would be appropriate in the Sheepcote Road area.

Petition 5 - West Harrow – Request for low traffic neighbourhood

- 2.22 An online petition containing 138 signatures was received by the council in April 2020. The petition states:
- 2.23 *"We the undersigned, residents of the London borough of Harrow, call upon Harrow Council to implement a low traffic neighbourhood in West Harrow (the area bounded by Pinner Road , Imperial Drive, Whitmore Road and Bessborough Road), to create a pleasant and safe environment by removing through traffic"*
- 2.24 A low traffic neighbourhood in the West Harrow area which encompasses many of these roads is scheduled to be implemented at the end of September.
- 2.25 The scheme is part of the Harrow street space programme which is designed to encourage active travel during the current COVID – 19 health crisis. Details of the scheme are covered in the Progress report item on the agenda.

Petition 6 – Little Common, Stanmore – petition to reduce speed limit

- 2.26 A petition containing 48 signatures was presented to cabinet in April 2020 and subsequently referred to this panel for consideration.

2.27 The petition states:

“We would like to have the speed limit reduced on Little Common, Stanmore, Middlesex, HA7 38Z, Currently vehicles using the road can go quite fast and request that the speed limit be reduced to 10 miles per hour with corresponding signage. The reasons for this are as follows:

1. Much of Little Common has a gravel surface - cars going faster than 10mph can not stop as easily as they could on a tarmac road. A number of families with small children live on the Common, as well as some elderly people, and others walk across Little Common to the nature reserves. Children and elderly people may not be able to get out of the way of

vehicles going above 10 mph easily, particularly in the places where there are blind comers.

2. The road was recently resurfaced with gravel at considerable expense utilising Stanmore Park Ward NCILS money and we would like to protect it as much as possible from vehicle damage. Faster vehicles inflict significantly more damage to the gravel surface, so having a lower speed limit will mean a longer lifespan for the gravelled area, thus saving the Council and tax payers money.

3. Faster cars create more dust, which is unhealthy and unpleasant to breathe, and which settles on residents' cars. Less dust means that people have to wash their cars less often - which are better for the environment.

4. A lower speed limit will means less pollution, which is also better for the environment and people's health”

2.28 Little Common is a private street which means that it is a public highway that is accessible to the wider public but it is not adopted and not maintainable at the public expense. The landowners are responsible for any road maintenance.

2.29 Any reduction in speed limit would require the highway authority to make a traffic management order in order to give it legal effect and also require the necessary statutory consultation with stakeholders and approvals by the Portfolio holder – Environment on behalf of the landowner. Only a reduction to 20mph would be possible within the limitations of current UK legislation. In addition to this any signing needed to give effect to the speed limit would need to be maintained by the landowner to a satisfactory standard and to comply with the signing regulations.

2.30 The council would be best placed to undertake consultation, order making and any physical works but the costs would need to be borne entirely by the landowners. It is suggested that a cost proposal be submitted to the landowners for consideration.

Petition 7 – Objection to Harrow Street space plan PS-07 Streatfield Road, PS-08 Kenton Road and LTN-01 Kingshill Avenue area.

2.31 A petition containing 130 signatures was sent to the council in June 2020 by the Elmsleigh Avenue Residents Association.

2.32 The petition states:

“We the residents of the above streets strongly object to the above proposals which will affect the quality of our lifestyle within our area.”

2.33 These proposals were part of the Harrow Street Spaces programme implemented in response to the coronavirus health crisis.

2.34 The two pedestrian street space schemes and one low traffic neighbourhood mentioned above were in the Kenton west area were proposed to assist with social distancing measures outside shopping areas and encourage more cycling and walking in residential areas at a time when traffic flows were significantly lower than normal because of the impact of COVID -19.

2.35 Following discussions with the Portfolio Holder and local councillors the low traffic neighbourhood in the Kingshill area was removed from the programme.

2.36 The two pedestrian schemes in Streatfield road shops and Kenton road service road were implemented in July. Both of these schemes were discussed at a special TARSAP meeting convened on 10th August to discuss the whole of the Street space programme. Although TARSAP recommended removing the schemes a decision by the Deputy Leader of the Council on 19th August decided that both of these schemes remain in place due to concerns about maintaining acceptable health and safety during the health crisis.

2.37 At the time of writing this report all the pedestrian space schemes were due to be reviewed again in the week ending 18th September.

Petition 8 – Wellington Road, Wealdstone - Request for CPZ to operate 10-11:00 am – 2-3 pm and 6 pm to midnight Mon - Sunday.

2.38 A petition and letter containing 118 signatures was sent to the council in July 2020 by a resident of Wellington Road requesting a change in the hours of the existing parking controls.

2.39 The petition states:

“We the residents petition for the new time scale for parking in Wealdstone area.”

2.40 A statutory consultation exercise was carried out between 20th February and 11th March 2020 which included Whitefriars Avenue, Graham Road,

Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road.

- 2.41 The Portfolio Holder – Environment agreed that Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way, Graham Road, Whitefriars Avenue and Cecil Road be removed from the existing zone (CA) operational Monday to Friday 10am to 11am and 2pm to 3pm and added to the existing extended zone C1 operational Monday to Sunday 8am to midnight.

Petition 9 – Honeypot Lane, service road no. 843-909 Request to remove pedestrian barriers

- 2.42 A petition containing 13 signatures was sent to the council in July 2020 by a local business in the service road in Honeypot Lane requesting the removal of the temporary pedestrian barriers placed to help maintain social distancing in the service road in Honeypot Lane.

- 2.43 The petition states:

“We the undersigned request the council to remove the barriers outside no. 843- 909 Honeypot Lane. They have totally had a detrimental effect on customers shopping along the parade with less people now visiting the shops.

Having visited Borehamwood yesterday all the barriers along the High Street have been removed. Why can Harrow not do this .”

- 2.44 These proposals were part of the Harrow Street Spaces programme implemented in response to the coronavirus health crisis.
- 2.45 This pedestrian street space scheme was proposed to assist with social distancing measures outside shopping areas because of the impact of COVID -19.
- 2.46 The scheme was discussed at a special TARSAP meeting convened on 10th August to discuss the whole of the Street space programme. Although TARSAP recommended removing the scheme a decision by the Deputy Leader of the Council on 19th August decided that both of these schemes remain in place due to concerns about maintaining acceptable health and safety during the health crisis.
- 2.47 At the time of writing this report all the pedestrian space schemes were due to be reviewed again in the week ending 18th September.

Petition 10 – Elmgrove Road – Request for traffic calming measures

- 2.48 A petition containing 27 signatures was sent to the council in July 2020 by a local resident in Elmgrove Road requesting traffic calming measures.

2.49 The petition states:

“We the undersigned are writing to Harrow Council to request that a traffic calming system along Elmgrove Road, Harrow HA1 as a matter of urgency.”

2.50 The council’s road safety programme, which includes traffic calming and 20 mph zones, is funded entirely by Transport for London (TfL). Members will be aware the ongoing health crisis has had a significant impact on TfL’s finances and as a result no funding has been allocated to the London borough’s to implement any of their scheduled LIP Programmes.

2.51 The Council will not be able to investigate the suggestion for traffic calming measures in Elmgrove Road at this time. This request will however be reviewed as and when the funding of borough LIP programmes recommences.

2.52 In the interim we would suggest contacting the local Police as they are responsible for enforcing speed limits on the public highway.

2.53 It is worth noting that there is a proposed low traffic neighbourhood scheme in the Francis Road area as a part of the Harrow Street Space programme which will have the effect of reducing traffic volumes and speeds along Elmgrove Road as a consequence of a road closure in Francis Road. There will be monitoring of the scheme to review the impact.

Petition 11 – Hiliary Gardens – Request for traffic calming measures

2.54 A petition containing 93 signatures was sent to the council in September 2020 by a local resident in Hiliary Gardens requesting traffic calming measures.

2.55 The petition states:

“We the undersigned are concerned about the speed of vehicles on the Hiliary Gardens. We call upon the London borough of Harrow to introduce speed calming measures to improve the safety of pedestrians and residents in our local area as we have already had a car collision.”

2.56 The council’s road safety programme, which includes traffic calming and 20 mph zones, is funded entirely by Transport for London (TfL). Members will be aware that the ongoing health crisis has had a significant impact on TfL’s finances and as a result no funding has been allocated to the London borough’s to implement any of their scheduled LIP Programmes including road safety measures.

2.57 The Council will be unable to investigate the request for traffic calming measures in Hiliary Gardens at the current time. This request will be reviewed as and when the funding of borough LIP programmes recommences.

2.58 In the interim the Police will be advised of the situation because they are responsible for enforcing speed limits on the public highway.

Ward Councillors' comments

2.59 Ward councillor's comments have not been sought for this report because it is for information only.

Staffing/workforce

2.60 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Performance issues

2.61 The development of any schemes arising from petitions would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

2.62 The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment. The main benefits are in improving air quality and public health. No negative environmental issues were identified as part of the SEA.

2.63 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.

2.64 Key population and human health benefits identified were from reducing casualties, encouraging active travel, health walks and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.

Risk Management Implications

2.65 Risk included on Directorate risk register? No

2.66 The development of any schemes arising from a petition would be subject to separate risk assessments.

2.67 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

2.68 There are no legal implications.

Financial Implications

- 2.69 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.

Equalities Implications / Public Sector Equality Duty

- 2.70 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.71 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

- 2.72 Any findings or investigations in response to petitions detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities listed below:
- Improving the environment and addressing climate change
 - Tackling poverty and inequality
 - Building homes and infrastructure
 - Addressing health and social care inequality
 - Thriving economy

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 24/09/20		
Name: Rosemary Lansdown	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 28/09/20		

Name: Nimesh Mehta



on behalf of the
Head of Procurement

Date: 28/09/20

Name: Paul Walker



Corporate Director of
Community

Date: 28/09/20

Ward Councillors notified:

**NO, as the report is for
information only**

EqIA carried out:

YES, as a part of LIP3

EqIA cleared by:

**Dave Corby, Community -
Equality Task Group (DETG)
Chair**

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Manager
E-mail: barry.philips@harrow.gov.uk

Background Papers:

None

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*(Call-in does not apply to
information only reports)*