

Meeting:	Traffic and Road Safety Advisory Panel
Date:	29 November 2006
Subject:	Dennis Lane - Proposed Local Safety Scheme
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure
Portfolio Holder:	Councillor Eileen Kinnear - Portfolio Holder for Urban Living - Community Safety and Public Realm
Exempt:	No
Enclosures:	Appendix A: Accident information Appendix B: Plan of the proposed scheme Appendix C: Consultation area Appendix D: Consultation document Appendix E: Consultation results

## **SECTION 1 – SUMMARY AND RECOMMENDATIONS**

This report explains the reasons for the proposed road safety scheme and contains the results of the consultation carried out that shows there is overwhelming support for the scheme.

### **RECOMMENDATIONS:**

**That the Panel recommends to the Portfolio Holder:**

**that the scheme shown at Appendix B be implemented.**

**REASON: To improve road safety and residential amenity.**

## **SECTION 2 – REPORT**

### **Brief Background**

2.1 Dennis Lane is on this year's Local Safety Schemes programme for implementation this financial year. A traffic calming scheme is proposed and its purpose is to reduce speeds and injury collisions. There have been six reported personal injury collisions in Dennis Lane in the last 36 months (to June 2006). The most common contributory factor among these has been speed. The details of the collisions are shown at Appendix A.

### **Options Considered**

2.2 The proposed scheme includes a series of build-outs creating pinch points that reduce the traffic lanes locally to one lane with signs indicating who has priority. The scheme forces traffic to give way or negotiate a build-out thereby reducing speeds. The arrangement is generally known as horizontal deflection or chicane. The proposed scheme is shown at Appendix B.

2.3 The residents and the businesses in the area shown at Appendix C have been consulted and there is overwhelming support for the scheme. The consultation document is shown at Appendix D. A total of 230 consultation documents were delivered and 87 questionnaires have been returned. This represents a 38% response rate. Of these 66% are in favour of the scheme with 23% opposed, the remaining 7% have not expressed an opinion. The response rate from Dennis Lane itself has been much higher (48%) with 73% of these in favour of the proposals and 24% against. The table at Appendix E shows the responses from each road. The returned questionnaires have been placed in members' library.

2.4 Some adjustments have been made to the scheme as a result of comments arising from the consultation including those of Transport for London. Entry treatment in the shape of buff surfacing and sign has been added and the proposed build-out outside 62 Dennis Lane has been relocated because of concerns over visibility. The new proposed location would be outside 58 Dennis Lane. The frontages will be advised of the revised features.

2.5 The scheme is likely to create congestion and queues at the proposed build-outs. This in turn may divert traffic to Stanmore Hill (A4140) which is one of the main arteries of the road network in Harrow as opposed to Dennis Lane which is a local access road.

2.6 The emergency services have been consulted and have indicated that the proposed scheme would not have a significant effect on their response times.

2.7 The proposal improves road safety as well as improving residential amenity and considering the support for the proposal it is recommended that the scheme be implemented.

### **Financial implications**

2.8 The estimated cost of the proposal is £55,000. The scheme is funded by Transport for London via an allocation in 2006-07.

**Community Safety (s17 Crime & Disorder Act 1998)**

2.9 The scheme will have neutral impact on Crime & Disorder.

**Legal implications**

2.9.1 The build-outs and pinch points can be introduced under the Highways Act 1980 as amended and by the Traffic Calming Act 1992.

**SECTION 3 - STATUTORY OFFICER CLEARANCE**

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Anil Nagpal. Date: 16 November 2006
Monitoring Officer	<input checked="" type="checkbox"/>	Name: Adekunle Amisu. Date: 16 November 2006

**SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS**

**Contact:** Mohsen Nekouzad, Principal Engineer, Traffic and Road Safety (East Area), Tel: 020 8424 1888, Fax: 020 8424 7662, E-mail: mohsen.nekouzad@harrow.gov.uk

**Background Papers:**

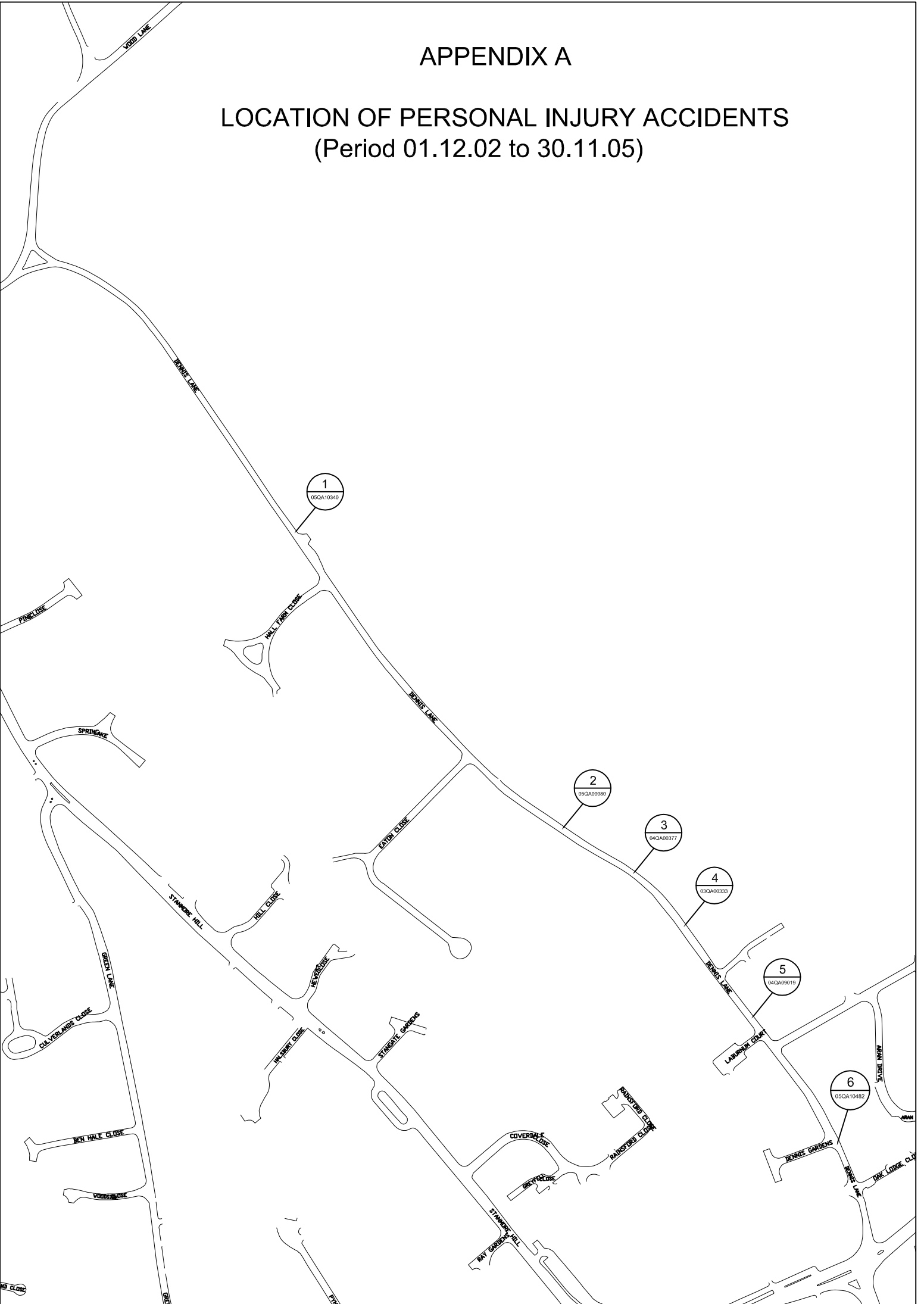
Consultation results, injury collision data

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	NO
3.	Manifesto Pledge Reference Number	

# APPENDIX A

## LOCATION OF PERSONAL INJURY ACCIDENTS (Period 01.12.02 to 30.11.05)



# Dennis Lane - Accidents Summary

## Accident Casualties

Severity of accident	No. of Casualties	%
Fatal	0	0
Serious	0	0
Slight	7	100

Person type	No. of Casualties	%
Child<16	0	0
Adult	6	86
Elderly >65	1	14

Casualty class	No. of Casualties	%
Pedestrian	1	14
Driver / Rider	4	57
Passenger	2	29
Cyclist	0	0

Accident Conditions	No. of Accidents	%
Dry	4	67
Wet	2	33

Lighting Conditions	No. of Accidents	%
Dark	2	33
Light	4	67

Location	No. of Accidents	%
Junction	1	17
Along carriageway	5	83
Opposite footpath	0	0

Contributory Factors	Accident ref number	No. of Accidents	%
Lost control / speed	1,2,3,4	4	66
Turning right	6	1	17
Pedestrian crossed vehicle path	5	1	17
Cycle rode off kerb into vehicle path		0	0
Rear Shunt		0	0
Driver opened door hit pedestrian		0	0

- Accident reference number to be read in conjunction with accident location plan

## INDIVIDUAL ACCIDENT BREAKDOWN

### Accident 1

<b>Severity of accident</b>	<b>No. of Casualties</b>	<b>Person type</b>	<b>Casualty class</b>
Slight	1	Adult	Driver
<b>Accident Conditions</b>	<b>Lighting Conditions</b>	<b>Location</b>	<b>Contributory Factor</b>
Wet	Light	Along carriageway	Braked and lost control

### Accident 2

<b>Severity of accident</b>	<b>No. of Casualties</b>	<b>Person type</b>	<b>Casualty class</b>
Slight	2	Adults	Passengers
<b>Accident Conditions</b>	<b>Lighting Conditions</b>	<b>Location</b>	<b>Contributory Factor</b>
Wet	Dark	Along carriageway	Vehicles swerved to avoid accident and collided

### Accident 3

<b>Severity of accident</b>	<b>No. of Casualties</b>	<b>Person type</b>	<b>Casualty class</b>
Slight	1	Adult	Rider
<b>Accident Conditions</b>	<b>Lighting Conditions</b>	<b>Location</b>	<b>Contributory Factor</b>
Dry	Dark	Along carriageway	Motorcycle ridden at speed on wrong side of road and collided with vehicle

### Accident 4

<b>Severity of accident</b>	<b>No. of Casualties</b>	<b>Person type</b>	<b>Casualty class</b>
Slight	1	Adult	Driver
<b>Accident Conditions</b>	<b>Lighting Conditions</b>	<b>Location</b>	<b>Contributory Factor</b>
Dry	Light	Along carriageway	Vehicle braked to avoid accident and swerved into parked vehicle

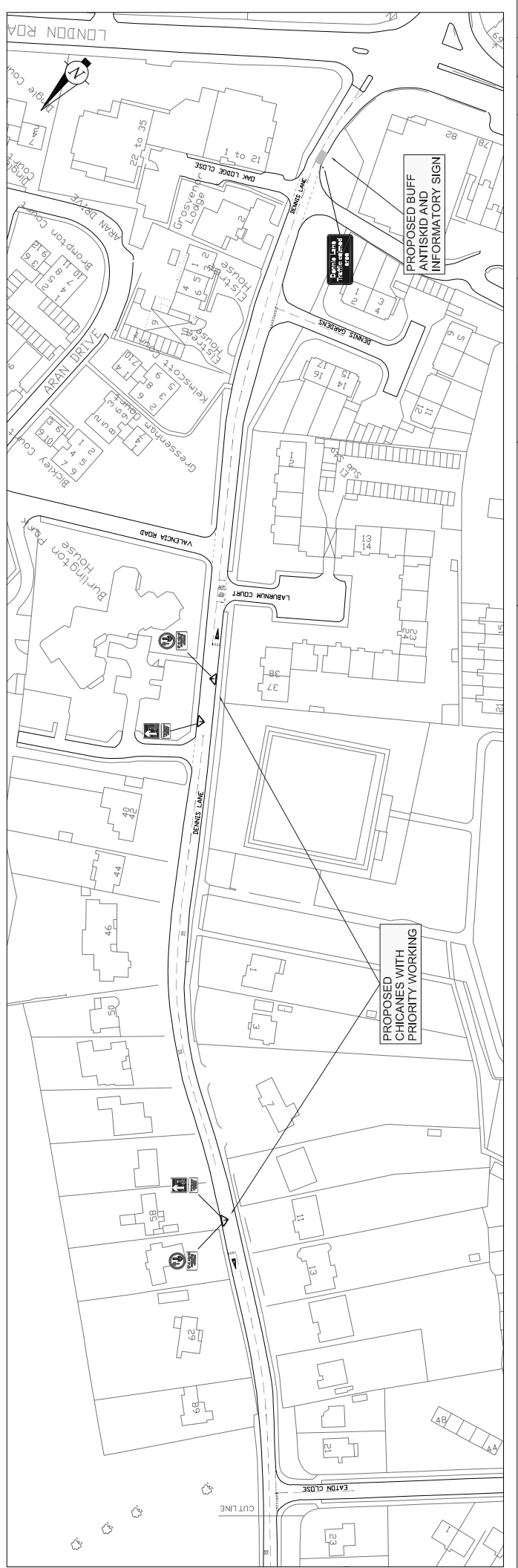
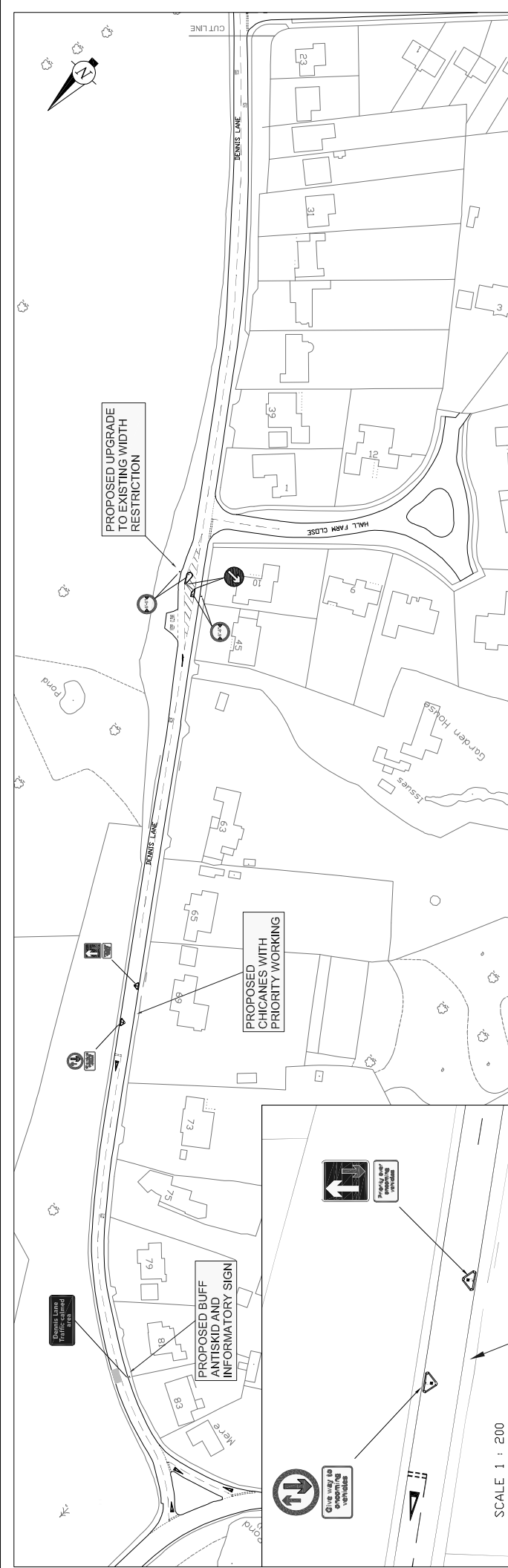
### Accident 5

<b>Severity of accident</b>	<b>No. of Casualties</b>	<b>Person type</b>	<b>Casualty class</b>
Slight	1	Adult	Pedestrian
<b>Accident Conditions</b>	<b>Lighting Conditions</b>	<b>Location</b>	<b>Contributory Factor</b>
Dry	Light	Along carriageway	Pedestrian crossed into vehicle path

**Accident 6**

<b>Severity of accident</b>	<b>No. of Casualties</b>	<b>Person type</b>	<b>Casualty class</b>
Slight	1	Adult	Rider
<b>Accident Conditions</b>	<b>Lighting Conditions</b>	<b>Location</b>	<b>Contributory Factor</b>
Dry	Light	Turning right	Motorcycle collided with vehicle turning right

# APPENDIX B

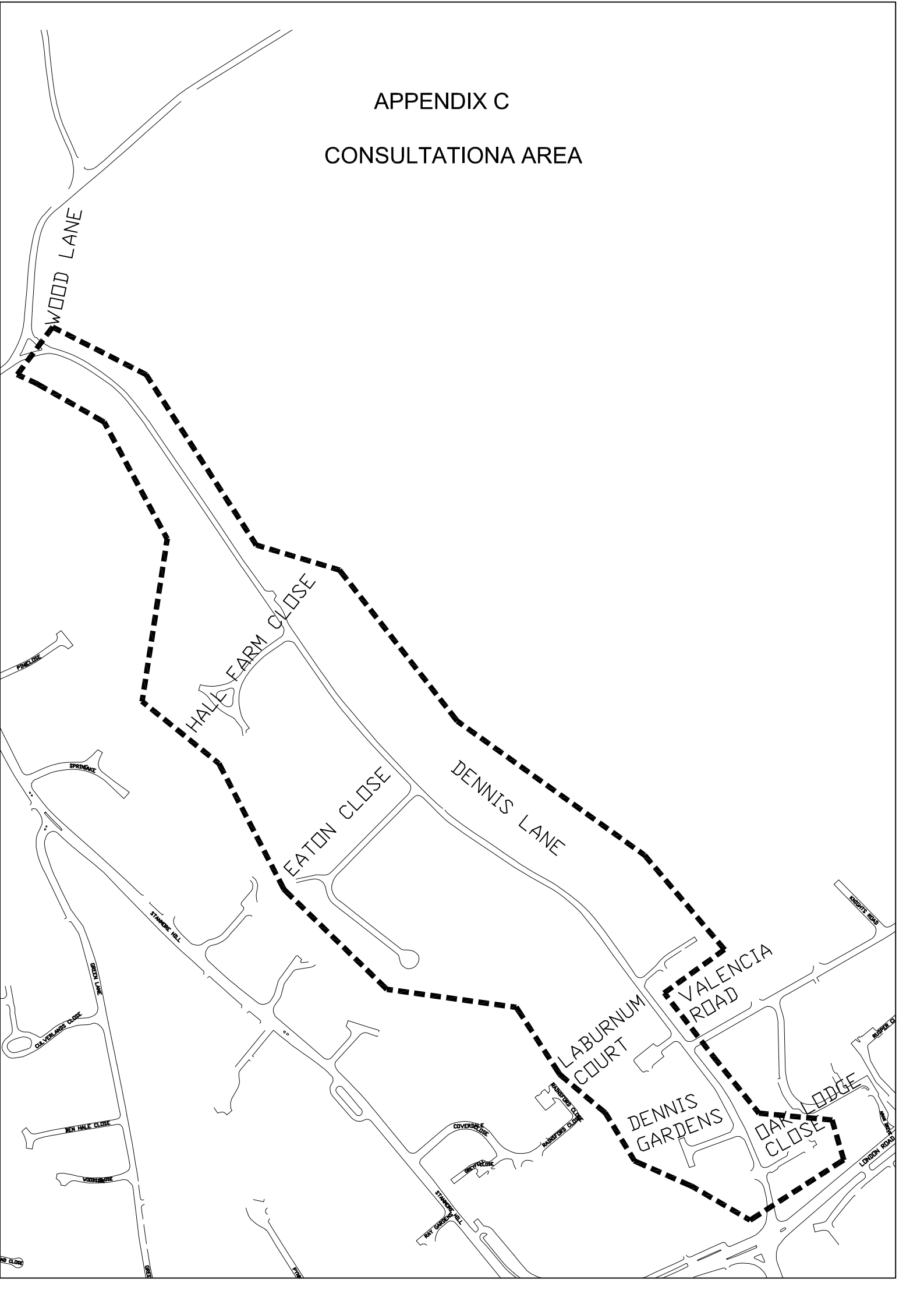


LONDON HARROW COUNCIL HARROW, MIDDLESEX, ENGLAND Tel: 0181 871 6000 Fax: 0181 871 6001 Email: info@harrow.gov.uk		
Project DENNIS LANE LOCAL SAFETY SCHEME	Date 17/11/20	Drawing no. LSA/AM/006-0263/02 Rev1
at Denon Avenue, Denon, Harrow, London HA1 1AA		Drawing no. LSA/AM/006-0263/02 Rev1
Proposed Traffic Calming		

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 2. It is the responsibility of the user to ensure that the drawing is used in accordance with the relevant standards.  
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APPENDIX C  
CONSULTATION AREA



## Public Consultation – Please Read



# Proposed Traffic Calming For Dennis Lane



We need your views

## Introduction

It is proposed to introduce traffic calming measures in Dennis Lane to help reduce speeds and collisions injuring people and to create a safer environment.

## Collisions

There have been six reported personal injury collisions in the three year study period. The most common contributory factor has been excessive speed.

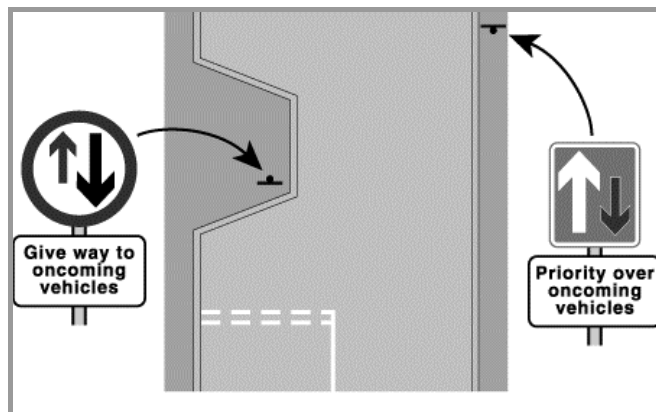
## Speeds

Top speeds have been measured at more than 50mph and the average speeds are 41mph. At lower speeds collisions are less likely to occur and when they do, they are less serious.

## Proposed measures:

### Chicanes (Kerb build-outs) with associated priority signs and road markings.

Chicanes are kerb build-outs, which narrow the carriageway locally to one lane. They require vehicles to give way to oncoming traffic thus regulating traffic flows and speeds. This could result in traffic queues and delays, especially at busy periods such as the morning and afternoon peaks. In turn this would reduce vehicle speeds and make Dennis Lane safer and it may also reduce the volume of traffic using Dennis Lane. The chicanes would be signed to indicate who has priority.



## Width restriction

It is also proposed to upgrade the existing width restriction. The amendments are designed to enhance and improve the safety of the width restriction.

## Funding

Funding for a traffic calming scheme has been secured from Transport for London.

## Other Considerations

Research carried out by the Transport Research Laboratory (TRL) indicates that traffic calming may increase individual vehicle emissions. However, this needs to be balanced against the potential reduction in overall emissions because of reduced traffic flows. Traffic calming has other disadvantages such as affecting the response time to emergency calls. It is considered that chicanes are less likely to have a significant effect on the emergency services compared with speed humps. The emergency services have indicated that the proposed scheme would not have a significant effect on their response times.

## **We need your views**

Please complete the questionnaire and return it to Harrow Council in the postage paid envelope provided by **13 November 2006**. You do not need a stamp. Alternatively, you can submit your questionnaire on line (please see the questionnaire for details).

### **What happens next?**

The council's Traffic and Road Safety Advisory Panel and or Portfolio Holder for Urban Living-Public Realm will consider the results of this consultation in November when a decision about the way forward will be made.

### **Further information**

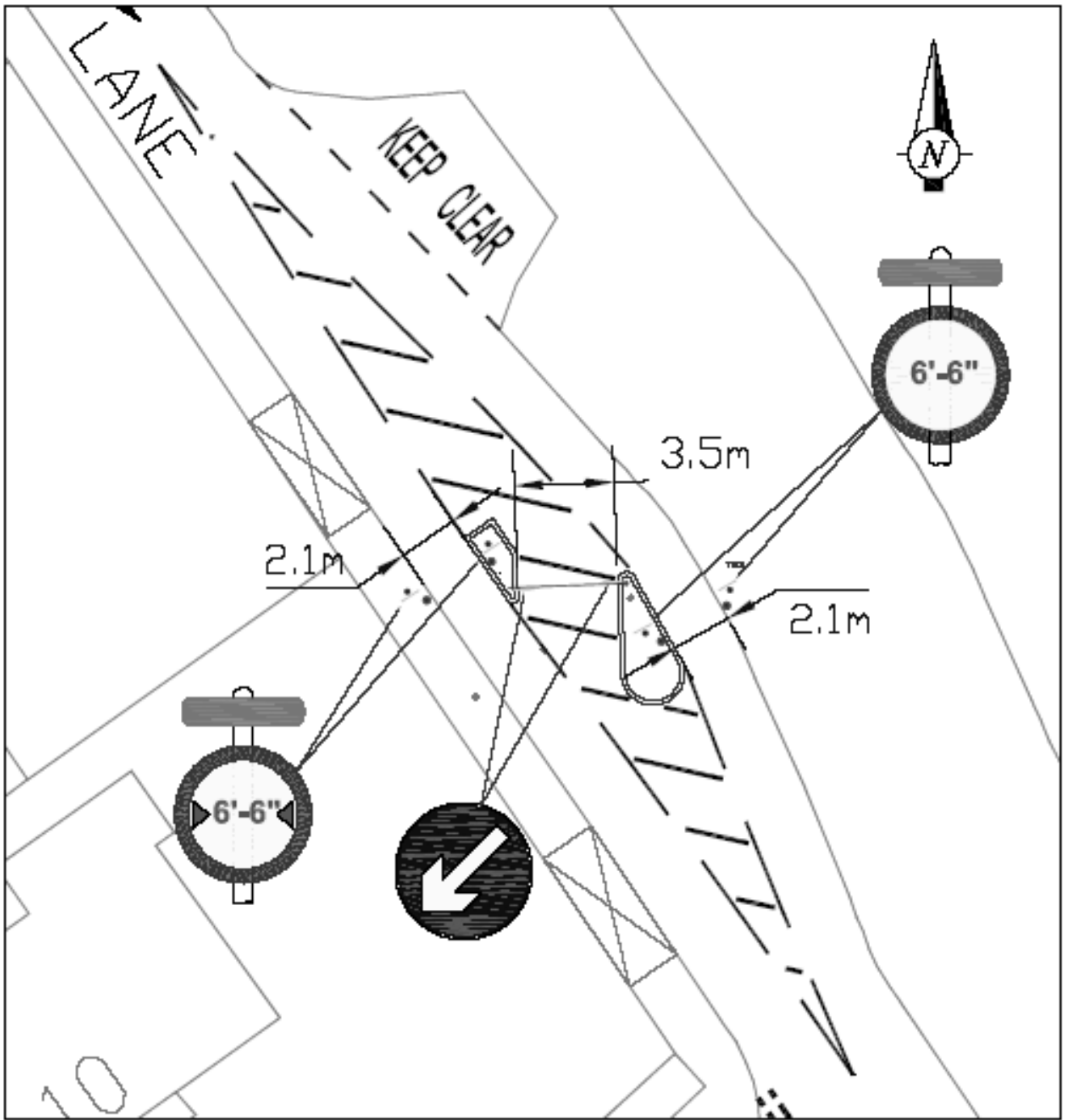
If you require further clarification or would like to discuss any issues related to the scheme, please contact Johann Alles, at the address below:

Tel: 020 8736 6816 Fax: 020 8424 7662

Email: [johann.alles@harrow.gov.uk](mailto:johann.alles@harrow.gov.uk)

Harrow Council  
PO Box 38  
Civic Centre  
Station Road  
Harrow  
HA1 2UZ

Unfortunately it will not be possible to reply in writing to individual responses, but if you wish to know the outcome of the consultation in due course, please contact Johann Alles.



Proposed layout for width restriction

**Dennis Lane  
Proposed Traffic Calming Measures**

**QUESTIONNAIRE**

Please read the enclosed leaflet and plans before completing this form. Please complete the questionnaire and return it in the pre-paid envelope provided (no stamp is required) to **reach us by 13 November 2006**. Alternatively you can submit your questionnaire on-line by visiting [www.harrow.gov.uk](http://www.harrow.gov.uk) . Click 'consultation' and follow the links to Dennis Lane traffic calming proposals. If you require additional copies of the questionnaire, please call 020 8736 6816.

Name (company name if appropriate): \_\_\_\_\_  
Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_

Please include your address so that we can relate the answers to your part of the road. Replies will be used for the analysis of the consultation and for no other purpose.

Please tick the appropriate box.

**Q1 Are you in favour of the proposed scheme?**

Yes                       No                       Don't know/No opinion

Please include your comments (if any) in the box below (Continue overleaf if necessary or use a separate sheet).

Thank you for taking time to complete this questionnaire. If you do not want your response to be available for public inspection please tick here

## APPENDIX E

### DENNIS LANE CONSULTATION

Q1. Are you in favour of the proposed scheme?

#### ANALYSIS BY INDIVIDUAL AND COMBINED ROADS

Road Name	No. of questionnaires delivered	No. of questionnaires received (inc. response rate)	Yes	No	No opinion
Dennis Lane	85	41(48%)	30(73%)	10 (24%)	1 (3%)
Dennis Gardens	16	2 (13%)	1 (50%)	1 (50%)	0 (0%)
Laburnum Court	38	16 (43%)	10 (63%)	4 (25%)	2 (12%)
Eton Close	47	11 (23%)	8 (73%)	1 (9%)	2 (18%)
Hall Farm Close	8	3 (38%)	2 (67%)	1 (33%)	0 (0%)
Oak Lodge Close	35	11 (31%)	4 (36%)	6 (55%)	1 (9%)
No address given	-	2	1 (50%)	0 (0%)	1 (50%)
Wood Lane	1	1	1 (100%)	0 (0%)	0 (0%)
<b>Total (Combined)</b>	<b>230</b>	<b>87</b>	<b>57 (66%)</b>	<b>23 (26%)</b>	<b>7 (8%)</b>