

Meeting:	Traffic and Road Safety Advisory Panel
Date:	29 November 2006
Subject:	Highway Proposals for Bridge Street, Pinner
Key Decision: (Executive-side only)	No
Responsible Officer:	Steve Swain, Interim Head of Public Realm Infrastructure
Portfolio Holder:	Cllr Eileen Kinnear, Community Safety and Public Realm
Exempt:	No
Enclosures:	Appendix A: Scheme Proposals

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report sets out the details of a highway scheme for the junction of Bridge Street and Love Lane in Pinner together with results of the public consultation that was carried out on the proposals. The details of a petition received are also included.

RECOMMENDATIONS:

The Panel is requested to recommend to the Portfolio Holder to:

1. Approve the scheme for implementation, subject to consideration of any objections to the traffic order relating to the waiting restriction upgrade;
2. Delegate authority to officers to finalise details of the scheme and make the necessary traffic orders, the Statement of Reasons to be “to improve safety and facilitate U-turning by buses”;
3. Authorise officers to advise the head petitioner accordingly.

REASON: To enable scheme implementation

SECTION 2 - REPORT

Background

Bridge Street is within the busy shopping area of Pinner. The road is classed as a Borough Distributor Road and carries a significant flow of traffic.

During a recent bus route study on route 183, some highway issues were identified near the junction of Bridge Street with Love Lane.

This report outlines improvement proposals for this junction and also presents the results of public consultation carried out on the proposals.

Issues identified

The bus stop outside number 31 Bridge Street serves buses on route H11, H12 and H13. The stop is a 24-hour clearway. This means that, with the exception of buses, vehicles must not stop within the marked bus stop area at any time. Any driver caught stopping on the clearway may be issued with a Penalty Charge Notice leading to a fine.

Observations have shown that cars and other vehicles frequently abuse the bus stop and the risk of being penalised appears not to be a satisfactory deterrent at this location. Although the illegal parking is typically short term (and one of the reasons why Traffic Wardens are often unable to issue a ticket), the affect is that buses often have to stop on the main carriageway instead of the lay-by. This has two key implications:

1. General traffic flow including other buses are held up further down the road whilst the bus drops off and picks up passengers; and,
2. Buses are unable to pull up close and parallel to the kerb making the boarding and alighting of passengers, particularly those that are mobility impaired, dangerous and difficult.

A second issue that was identified by the study is the unsatisfactory arrangement at the Bridge Street / Love Lane junction. This is a three-arm priority junction that has been widened extensively to allow for the buses to be able to U-turn. The wide nature of this junction makes it a relatively unsafe place for pedestrians, particularly those that attempt to traverse across the junction instead of using the designated pedestrian crossings. There have been 7 reported accidents within 50 metres of the junction over the period 1st March 2003 to 28th February 2006. Of these, 5 were directly related to movement of traffic and 2 involved U-turning vehicles.

In addition, the wide nature of the junction encourages inappropriate parking, which in turn prejudices safety and delays buses and general traffic flow.

Recommendations

There are three key elements to the proposals. These are shown in the plan in Appendix A and outlined below:

1. The introduction of a removable island adjacent to the bus stop outside number 31 Bridge Street;
2. The introduction of a mini roundabout at the junction of Bridge Street with Love Lane; and,
3. The upgrading of waiting and loading restrictions at the junction of Bridge Street and Love Lane.

The idea behind proposal 1, the island, is to create a short 'bus way' at the bus stop and experience has shown that general traffic would tend to keep out of bus ways. A local example of this working can be seen at Belmont Circle. A removable island is proposed because of the annual Pinner Fair. If the clearway is successfully kept clear of traffic, buses will be able to pull up close and parallel to the bus stop, reducing delay to other traffic and removing inconvenience to passengers.

The purpose of proposal 2, the mini roundabout, is to formalise the U-turn of the 183 and other U-turning traffic. This should make the junction safer for all traffic compared to the current situation and improve the turning capacity of traffic from Bridge Street into Love Lane to reduce delay on the main road. It will also help to remind pedestrians the type of movements that occur at this junction, including U-turns, and discourage crossing at this location.

The purpose of proposal 3, the upgrade of waiting and loading restrictions is to ensure that the junction remains clear of parked vehicles in the interests of safety and reducing delay.

Consultation Results and Petition

Key stakeholders, local residents, businesses and the local residents' association were consulted on the proposals. A summary of the results is given in Table 1 below:

Table 1: Summary of consultation responses received

Question	Responses Received		
	Yes	No	No Strong Opinion
In principle are you in favour of: The proposed scheme?	30	5	2
The introduction of a removable island adjacent to the bus stop outside 31 Bridge Street?	29	4	4
The introduction of a mini-roundabout?	28	6	4
The upgrading of waiting and loading restrictions?	26	7	5

In addition to the above responses, a letter was received from Gareth Thomas MP on behalf of one of the local traders, objecting to the proposed upgrade of the waiting restrictions. A second letter from Gareth Thomas MP was received with a petition containing 70 signatures from local traders objecting to the proposed upgrade to the waiting restrictions on the grounds that customers would not, in the traders' opinion, be able to "pop in and out" from their shops due to the restrictions.

As shown on Appendix A, the waiting restrictions are proposed only at the junction. There are restrictions currently in place until 6.30pm. The proposal is to upgrade this to "At Any Time". This is necessary to maintain good visibility for all traffic at the junction and in particular to ensure buses can do the U-turn safely. Customers to shops at the junction that remain open after 6.30pm should be able to find parking close by, bearing in mind the majority of shops will be closed. Any loading/unloading that cannot take place within rear service areas or designated loading bays, can continue to stop for short periods at the junction as the proposals are only waiting restrictions and not loading restrictions.

A letter was also received from The Pinner Association requesting a site meeting to discuss the proposals. This was carried out on the 1st November 2006 and was attended by several members of the Association. The purpose of the three main elements of the scheme was discussed. In particular, officers clarified to the Association the extent of the proposed waiting restriction upgrade and that loading/unloading will continue to be permitted. It was also clarified that guard railing was not being proposed around the junction.

The Association also raised the matter of a pedestrian refuge island on Love Lane needing attention and possible relocation, which officers have agreed to

investigate as part of this scheme. The Association requested that the council review the proposals once they have been installed and compare with existing accident statistics and speed surveys.

Financial Implications

The estimated cost of implementing the scheme is £25,000 (excluding design and consultation costs to date). The full costs are being funded by Transport for London.

Equalities Impact consideration

The proposals should benefit various road users. The bus stop proposal in particular will allow more buses to stop closer to the bus stop kerb making boarding and alighting easier for passengers.

Legal Implications

The proposals will require amendments to current Traffic Regulation Orders to upgrade the waiting restriction to "At Any Time".

Community Safety (s17 Crime & Disorder Act 1998)

These proposals do not have any significant impact on Community Safety.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: Anil Nagpal Date: 17 /11/06
Monitoring Officer	<input checked="" type="checkbox"/>	Name: Adekunle Amish Date: 17/11/06

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact: Mr Hanif Islam, Transport Planner, 020 8424 1548

Background Papers: Consultant Steer Davis Gleave Report, Bridge Street Study, Pinner, January 2006

IF APPROPRIATE, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	YES
3.	Manifesto Pledge Reference Number	N/A