

Cabinet/Committee:	Traffic and Road Safety Advisory Panel 25th September 2007
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Subject:	INFORMATION REPORT – Progress update on key traffic schemes.
Responsible Officer:	Head of Property and Infrastructure
Portfolio Holder:	Councillor Susan Hall – Environment Services
Exempt:	No

## **SECTION 1 – SUMMARY**

This information report is presented to members to up date them regarding progress on a number of key traffic management projects. The list can be summarised as follows:

- Kenton Lane – Local Safety Scheme
- Harrow on the Hill – 20 mph zone
- Wembley Event Day parking proposals
- Headstone Drive/Harrow View/Headstone Gardens - junction improvements
- Wealdstone High Street – re opening of the High Street
- Petts Hill Bridge

**FOR INFORMATION**

## SECTION 2 - REPORT

### 2.1 Kenton Lane – Local safety scheme.

2.1.2 Kenton Lane is on this year's Local Safety Schemes programme for implementation this financial year following a successful bid to Transport for London to address the high number of personal injury accidents along its length. Details of the 2007/08 programme were circulated to TARSAP members in June.

2.1.3 All the schemes in the Local Safety Schemes programme are localised measures and involve essential and necessary alterations to the highway network to improve the safety of all road users. The scheme development work is focussed on the analysis of personal injury road traffic accidents data supplied by the Metropolitan Police and detailed assessments of how accidents have occurred and the layout of the environment in which they take place.

2.1.4 The proposed scheme includes:

- Sections of 'at any time' waiting restrictions (yellow lines) to improve driver's visibility which is in addition to waiting restrictions being placed on all the junctions for approximately 10 metres.
- Widening and upgrading of the existing pedestrian refuges at the Kenton Lane/ Uxbridge Road roundabout.
- The provision of four speed activated signs where speeding is occurring to alert drivers.
- The provision of two new pedestrian refuges to provide a safe crossing point for pedestrians.
- The construction of a parking lay-by outside the parade of shops to ease congestion and improve visibility.
- The construction of a raised entry treatment on Alicia Avenue at its junction with Kenton Lane to reduce speeds and provide a safe, level crossing facility for pedestrians.
- Central hatch and 'slow' road markings to discourage speeding.

2.1.5 The proposals are shown in **Appendix A and A1** and were sent to local ward members for comment prior to distribution and will be on display at the meeting. The public consultation ended on the 7<sup>th</sup> September 2007. It is anticipated that subject to the outcome of the public consultation the scheme will be implemented this financial year 2007/08.

- 2.1.6 During the consultation period two petitions were received from different sections of Kenton Lane. The first containing 45 signatures, from residents of No. 659 - 689 and No. 698 - 730 Kenton Lane objecting to double yellow lines in this part of Kenton Lane. The front sheet of the petition is shown in **Appendix D** for information.
- 2.1.6 The second, from the residents of Kenton Lane between Hartford Avenue and Ivanhoe Drive contained eighty-one signatures and was also objecting to the loss of parking as a result of the proposed double yellow lines in this section of Kenton Lane. The front sheet of the petition is shown in **Appendix E** for information. They also suggested that a 20 mph zone might be more appropriate in certain sections of Kenton Lane.
- 2.1.8 After receipt of the first petition officers agreed to meet with the lead petitioner and local residents on site to discuss their concerns. Following discussions on site, it was agreed that some of the proposed double yellow lines in Kenton Lane would be omitted, however, double yellow lines near to the junction of Kingfisher and Woodpecker Close would remain as part of the scheme. The lead petitioner was in agreement with the revised proposals.
- 2.1.9 Officers have visited the site to investigate the second petitioners concerns relating to the section between Hartford Avenue and Ivanhoe Drive. Following careful consideration it has been agreed to omit the proposed upgraded waiting restrictions (double yellow lines) fronting nos. 259 – 277 Kenton Lane. Every effort has been made to maximise on-street parking without compromising the safety and the effectiveness of the scheme. The lead petitioner will be informed of the amendments accordingly.

## **2.2 Harrow on the Hill – 20 mph zone proposals.**

- 2.2.1 TfL has approved a programme of 20mph schemes on the basis of the council's 2007/2008 Borough Spending Plan (BSP) submission, which sets out the borough's programme of schemes and priorities. The schemes have been approved by the Mayor for London's office on the basis of this submission meeting the requirements of the Mayors Transport Strategy for London. TfL has approved a total budget of £250,000 inclusive of design costs for the scheme this financial year.
- 2.2.2 It is proposed to introduce a 20 mph zone in the roads surrounding and including Harrow School, John Lyon School, Roxeth School and Roxeth Mead schools. The scheme includes enhancing some of the existing safety features such as the priority kerb build outs in the High Street, which were introduced three years ago. The carriageway will be raised at these locations to a maximum of 50 mm. It is estimated that 1.5 million pedestrian movements occur annually at the existing pedestrian crossings located outside Harrow on the Hill school, therefore some of the existing pedestrian crossing areas will also be raised and widened to provide

- improved crossing facilities for pupils and pedestrians alike. Plans of the draft proposals will be on display at the meeting
- 2.2.3 It is a requirement that for 20 mph zones to be effective, self-enforcing traffic calming measures must be provided in order to deter drivers from exceeding the 20mph speed limit. Therefore raised speed platforms are proposed at other key locations in line with current Department for Transport guidelines in West Street and Middle Road.
- 2.2.4 The police, emergency services, transport operators and other statutory bodies have been consulted on the proposals through regular traffic liaison meetings and full support for the scheme has been indicated. Any comments made about the scheme have already been taken into account within the design where possible.
- 2.2.5 A detailed consultation exercise is planned with the local community including residents, businesses and the schools in the autumn 2007. The Harrow on the Hill Forum has seen the original plans and supports the proposals. In addition ward councillors were invited to view the plans recently prior to the detailed consultation leaflets being prepared and their comments have been considered as part of the detailed design, which is currently underway.
- 2.3 **Wembley event day parking scheme.**
- 2.3.1 Harrow Council has secured £100,000 from section 106 funding from Wembley National Stadium Limited to implement parking control measures deemed necessary to mitigate the impact of the new Stadium.
- 2.3.2 AccordMP were commissioned last year (2006 / 07) to prepare a report exploring options for controlling parking in and around the Stanmore and Canons Park area, in particular around the underground stations, as a result of Wembley Stadium event day parking.
- 2.3.3 The report identified two main options to protect the areas surround the underground stations from parking associated with Wembley stadium. Option 1 - A stand-alone event day parking scheme, or; Option 2 - amendments to the hours of control of the existing Stanmore Controlled Parking Zones (CPZ) along with amendments to the existing zone boundaries.
- 2.3.4 Following on from the report a key stakeholder consultation meeting was held on 26th July 2007. The meeting involved the Portfolio Holder the chair of TARSAP and local ward members as well as representatives of local residents associations and members of the public. It was agreed at the meeting that a detailed scheme would be worked up to include extended boundaries in the Stanmore area and extended operational hours to cover both Saturdays and Sundays. The agreed consultation zone boundaries are shown in **Appendix B.** for information.

2.3.5 The scheme is likely to take a year to implement due to statutory consultation and the preparation of traffic regulation orders. The programme to completion is as follows: Initial design and consultation in autumn 07; Detailed design, traffic orders and statutory consultation winter 07; Consideration of objections and Portfolio Holder approval spring 08; and implementation summer 08.

## **2.4 Headstone Drive/Harrow View/Headstone Gardens - junction improvements**

2.4.1 At the meeting of the Panel on 20 June 2006 a scheme to provide green-man crossing facilities and a small amount of shopper parking was presented for consideration and approval.

2.4.2 A disadvantage of the scheme was that the right turn from Headstone Gardens into Harrow View had to be banned to allow the system to operate without significant loss of junction capacity and to avoid carriageway-widening works that would not have been affordable within the scheme budget.

2.4.3 Public consultation on the proposal had, in general, indicated strong support but there was opposition to the right turn ban.

2.4.4 As a result the Panel referred the report back to officers for further consideration with a view to developing crossing facilities in a manner that did not introduce turning restrictions or significantly add to traffic delay.

2.4.5 TfL's Signals Modernisation Unit had carried out the original signals modelling work on behalf of the council as they were, at that time, preparing a scheme to replace the signals equipment. However, this option was not available for the further investigation. Limited resources and reorganisation within TfL meant that signals schemes now had to be developed by the boroughs themselves and a vacant slot sought in TfL's signals programme for their signals unit to carry out independent checks to ensure that the proposals were workable. The council's partner for public realm procurement work, AccordMP, was therefore tasked with developing the new proposals.

2.4.6 Initial work showed that a low-cost solution, keeping within existing carriageway space, and without banned turns was not possible.

2.4.7 Further work identified a possible solution that avoided banned turns but which requires substantial road widening on the south east corner (see **Appendix C**). The scheme is likely to cost in the region of £250,000 as opposed to £50,000 for the original scheme.

2.4.8 With regard to the traffic operation of the scheme, whilst the new layout is overloaded, it is overloaded to a lesser degree in overall terms than the

existing layout. General congestion should therefore be reduced. However the queuing predicted on the Headstone Drive approach is significantly longer than the existing queuing. Further work is needed to better balance the queuing but the overall result should still be an improvement. This needs to be confirmed by checks by TfL's signals unit.

- 2.4.9 The detailed modelling for the new proposals was received too late to have the work programmed for checking in 2006/07 by TfL. A severely restricted traffic management budget in 2007/08 has meant that, to date, funding has not been available this year to cover the cost of these checks. However money has recently been made available to develop cycling improvements at the junction, which could be incorporated in the new layout with minimal modification. Advantage will be taken of this new funding source to seek a place on the signals programme for the checks to be carried out in this financial year. The next time slot likely to be available will be in the fourth quarter. Should the TfL checking process confirm that the proposals are viable, combined funding will be sought for construction in 2008/09 from the TfL Walking and Cycling budgets.

## **2.5 Re-opening Wealdstone High Street to Traffic**

- 2.5.1 Members were advised at the last meeting of the Panel on 27 February 2007 that a preferred option for the proposed re-opening of Wealdstone High Street had been selected and initial consultation had taken place with ward councillors, traders and other key stakeholders.
- 2.5.2 The preferred option involved northbound, one-way traffic and a link, via Canning Road, to provide access to the multi-storey car park from the High Street. Southbound buses would travel via George Gange Way and Palmerston Road to a new stop on the High Street immediately south of the Palmerston Road junction. The scheme would provide 23 on-street parking spaces together with 3 disabled persons' bays and 4 loading bays on the High Street and nearby in adjacent side roads
- 2.5.3 Despite traffic modelling showing that the scheme should improve bus journey times, and support being shown by some sections of TfL, the Bus Priority team expressed concerns about the re-routing of southbound buses via George Gange Way and Palmerston Road. They wished to carry out a number of surveys to test the modelling results before giving a formal response.
- 2.5.4 After a considerable delay, and having been pressed many times for a response, the Bus Priority team advised in June 2007 that they would formally object to the re-routing of southbound buses.
- 2.5.5 To avoid the potentially lengthy delays to the scheme that dealing with such an objection would cause, meetings took place with TfL Buses in early Summer to find a mutually acceptable solution. The scheme was modified to permit southbound bus flow on the High Street whilst still

allowing northbound access for general traffic. This does however reduce the amount of on-street parking that can be provided from 23 to 14 spaces. The numbers of disabled persons' bays and loading bays remains the same.

- 2.5.6 To enhance the impact of the proposals TfL offered to make a funding contribution and it was agreed that an additional £50,000 would be directed towards public realm improvements with a further £30,000 a year over the next two years used to fund a Town Centre Manager post to promote regeneration.
- 2.5.7 Following these developments a further meeting was held with ward councillors and traders on 24 July 2007 to make them aware of the modifications to the scheme.
- 2.5.8 With the support of all key interests now in place the scheme is clear to move ahead in a much more positive manner. Public consultation is planned in early October to help decide the detail of the public realm improvements. In parallel with this the Traffic Orders needed to make the changes to the traffic restrictions will be prepared and publicised.
- 2.5.9 Ahead of consultation the works costs are being defined with greater certainty to ensure that the scheme will remain within budget and to better inform the extent to which the public realm can be improved. In this period the TfL signals unit will also examine the traffic effects of the proposed signalling changes to gauge the impact on the A409 that is part of the Strategic Road Network (SRN). Modifications will be made, if necessary, to ensure that the impact is acceptable to TfL's Network Assurance Team who must give formal approval to any scheme affecting the SRN.
- 2.5.10 Remaining risks ahead of construction are:
- Negative public response during consultation leading to delay or preventing the scheme from going ahead
  - Objections to the Traffic Orders requiring alterations to the layout – possibly lengthy delay if new Traffic Orders are needed
  - Long delivery periods for special materials used in public realm enhancements – possible delays to works
  - Long lead-in times for public utilities works delaying, or extending duration of, the works.
  - The need to co-ordinate the works with any other works in the area to minimise traffic impact could delay scheme
- 2.5.11 If none of these difficulties arise a start of construction early in the New Year can be achieved with completion just after the end of the financial year. Should significant delays be experienced a large element of the work will take place in 2008/09 and part of the funding, which is available for 2007/08 only, will need to be carried forward.

## **2.6 Petts Hill Bridge and Highway Improvements**

2.6.1 One of the congestion points on the Route 140 (Harrow Weald to Heathrow) is the Petts Hill railway bridge on the A312 at the Harrow/Ealing border. It is an infamous bottleneck.

Harrow and Ealing Councils (together with two other partners, Transport for London (TfL) and Network Rail (NR)) are developing an improvement proposal that would provide significant benefits to buses, cyclists and pedestrians. Scheme development commenced in 2004. Various business units at TfL have been closely involved in development work to date.

Two schemes were initially considered. One would involve carriageway widening through the existing bridge to accommodate new northbound bus lane with new tunnels on either side for pedestrians and cyclists. The other sought to provide a new widened bridge to accommodate a new bus lane in each direction with improved pedestrian and cycle facilities alongside the carriageway.

Only the latter was endorsed at public consultation. The scheme was estimated to cost £7.006 million of which £4.16 million was associated with the bridge replacement. All four partners are contributing towards the cost but TfL is providing the lion share as part of the LIP funding.

Total spend on the project to date is approximately £1.06 million. This has provided funding for feasibility, design and enabling works including lowering and diverting utilities.

The programme for construction and completion of the Petts Hill Bridge Improvement Scheme has been revised with the track possession now being scheduled for Christmas 2008. The need for four days (96 hours) possession meant that there was no earlier opportunity to install the bridge without severe disruption to road and rail traffic and passengers.

A recent review by Network Rail has put the total cost of the project at £8.825 million of which £5.8 million is associated with the bridge replacement. This would suggest a significant increase in cost resulting in a funding shortfall of £1.819 million.

The bridge replacement tender costs are due in October 2007. This will allow more accurate costs estimates to be derived.

A number of options have been investigated to cover the funding shortfall. Harrow would prefer an option whereby the shortfall is divided pro rata between the four funding-partners based on their original contributions. However, this has not been agreed. The council is currently in negotiations with the partners to resolve this shortfall immediately after the bridge



replacement tender prices come in. Any delay in meeting the funding shortfall will jeopardize the programme (and potentially the entire project) and risk missing the booked rail track possessions.

### **SECTION 3 – FURTHER INFORMATION**

Appendix A and A1 - Kenton Lane local safety scheme leaflet.

Appendix B - Proposed event Day parking zones.

Appendix C - Headstone Drive/Harrow View/Headstone Gardens - junction Improvements.

Appendix D - Kenton Lane - Petition 1.

Appendix E - Kenton Lane - Petition 2.

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

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#### **Background Papers:**

Wembley Event Day Parking Review – Feasibility report