

Committee:	Traffic and Road Safety Advisory Panel
Date:	18th June 2008
Subject:	INFORMATION REPORT – Progress update on key traffic schemes.
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	Appendix A - Old Redding - consultation document Appendix B - Grimsdyke School - consultation document Appendix C - Spencer Road - consultation document Appendix D - Good Will to All junction – Outline proposal

SECTION 1 – SUMMARY

This information report is presented to members to update them regarding progress on a number of traffic management projects, as follows:

- Camrose Avenue / Taunton Way - Local safety scheme
- Stanmore Hill – Local safety scheme
- Pinner Road – Local safety scheme
- Old Redding – Local safety scheme
- Grimsdyke First and Middle school – 20 mph zone
- Aylward First and Middle school – 20 mph zone
- Kenmore First and Middle School
- Harrow on the Hill – 20 mph zone
- Goodwill to All - junction improvement
- Spencer Road – walking project
- Petts Hill Bridge & Highway Improvements
- Bus Priority Schemes
- Sustainable Transport Initiatives
- Road Safety Education

FOR INFORMATION

SECTION 2 - REPORT

2.0 Local Safety Schemes

2.1 Camrose Avenue / Taunton Way

The scheme is currently on site and is expected to be completed by the end of June.

2.1.1 Stanmore Hill / The Common

The scheme is currently on site and is expected to be completed by the end of June.

2.1.2 Pinner Road (Bessborough Road – Headstone Lane)

Localised safety improvements are proposed along the section of Pinner Road between Bessborough Road – Headstone Lane and their purpose is to reduce traffic speeds and personal injury accidents. Between 1 November 2004 and 30 October 2007 there were 22 recorded personal injury accidents in this section of Pinner Road. The most common contributory factors were excessive speed and turning movements.

The draft proposals include the following measures:

- The provision of four speed activated signs where speeding is occurring in order to warn drivers to reduce speed.
- The conversion of the existing zebra crossing between Pinner View and The Gardens to a pelican crossing to address pedestrian accident concerns.
- Additional 'slow' road markings and cycle symbol markings will be utilised to discourage speeding and increase awareness of the presence of cyclists.
- New pedestrian refuges at strategic locations.
- Raised entry treatments at side roads off Pinner Road and waiting restrictions to improve visibility and access at all junctions.
- One way system in Pinner View and Bedford Road (up to the junction with Sussex Road) subject to public consultation.

Subject to the outcome of the consultation it is intended to introduce the scheme this financial year.

2.1.3 Old Redding

Localised safety improvements are proposed in Old Redding and their purpose is to reduce traffic speeds and personal injury collisions. Between 1 November 2004 and 30 October 2007 there were 26 recorded personal injury accidents along Old Redding. The most common contributory factor was excessive speed. We have studied the accident data provided by the Police and have made a number of visits to the area as part of our investigations.

The draft proposals include the following measures:

- The provision of four speed activated signs where speeding is occurring in order to warn drivers.
- It is intended to install *rumblewave* surfacing in advance of a hazard such as a bend or junction in order to reduce vehicle speeds. *Rumblewave* is a type of road surface which has been designed to provide a vibratory and/or audible effect within the vehicle when passing over it, so influencing the driver to slow down.
- Additional 'slow' road markings and cycle symbol markings will be utilised to discourage speeding and increase awareness of the presence of cyclists.

Appendix A shows details of the consultation leaflet.

2.2 20 mph zones

The latest Department for Transport (DfT) publication 'Travelling to School: A Good Practice Guide' advises that transport authorities should consider the case for 20mph zones close to schools. Statutory targets have been set by the Mayor of London relating to delivery of local transport improvements by Transport for London (TfL) and the London boroughs. London boroughs are expected to review road safety around all primary and secondary schools by 2008. Where the reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011.

It is anticipated that this will lead to a reduction in the number of car borne trips, reduce parking problems outside schools, contribute to reducing air pollution in the environment and raise the levels of health and fitness of individual pupils. The resulting reduction in any traffic movement will help reduce the number of road traffic accidents and generally improve road safety for all road users.

TfL has approved a programme of 20mph schemes on the basis of the council's 2008/2009 Borough Spending Plan (BSP) submission, which sets out the borough's programme of schemes and priorities. The schemes have been approved by the Mayor of London's office on the basis of this submission meeting the requirements of the Mayors transport strategy. TfL has approved a total budget of £360,000 for the three schemes this financial year, inclusive of design costs.

2.2.1 Grimsdyke School – 20 mph zone proposals

The proposals are intended to enhance child pedestrian safety and to encourage children to walk to school in a safe and managed environment. The roads directly affected by the proposals are Colburn Avenue and Sylvia Avenue. The extent of the proposals are shown on the attached plan.

In order for the 20 mph Zone to be self-enforcing, traffic calming features will be introduced. This will comprise of three pairs of speed cushions, and a speed table outside the school entrance. The enclosed plan shows their locations. (See **Appendix B1 and B2**)

The road layout at the junction of Colburn Avenue and Sylvia Avenue will be altered to reduce vehicle speeds and provide an improvement to the street scene by the creation of a green landscaped area. Waiting restrictions (double yellow lines) will be marked at locations where the carriageway needs to be kept clear of parked vehicles to improve visibility and maneuverability and to protect pedestrian crossing points. These locations are:

Junction of Colburn Avenue and Sylvia Avenue;
Junction of Hillview Road and Colburn Avenue;
Junction of Grimsdyke Road and Hillview Road (both junctions);

The extents of the single yellow line waiting restrictions will be altered, but the times of operation will remain as Monday-Friday 8.30-9.30am and 3.00-4.30pm. The extents and times of the existing School Keep Clear will not change as they are considered appropriate and are working effectively.

2.2.2 Alyward School, Stanmore

Initial design is currently being considered and the details will be brought to a future meeting.

2.2.3 Kenmore School, Queensbury

Initial design is currently being considered and the details will be brought to a future meeting.

2.2.4 Harrow on the Hill

The scheme is currently on site and is expected to be completed in early June.

2.3 Spencer Road , Wealdstone - Walking scheme

The introduction of walking schemes provides improved pedestrian facilities and fosters an environment conducive to encouraging a greater number of people to walk for reasonably short journeys. These measures will improve pedestrian safety in the locations treated and help to reduce the frequency of road traffic accidents involving vulnerable pedestrians, particularly elderly people and children.

- 2.3.1 We are proposing a raised entry treatment on Spencer Road at the junction with the High Street, Wealdstone. The proposals include features to enhance the Wealdstone War memorial which is located near to the junction.

(The consultation leaflet and proposal is shown at **Appendix C1 and C2.**)

2.4 Goodwill to All - junction improvements

- 2.4.1 Following the information report to the last Panel meeting on 26th February 2008, funding has been made available from the cycling budget to undertake a feasibility study to investigate options for dealing with the cycling and pedestrian crossing provision at the junction. It was agreed that the study would also take into account the request for lay-by parking facilities that were the subject of a petition submitted to Cabinet on 17 January 2008.
- 2.4.2 Subsequently enterprisemouchel were commissioned to re-visit some previous work and to prepare a revised layout to incorporate controlled pedestrian crossings facilities on all arms of the Harrow View / Headstone Drive / Headstone Gardens junction and to investigate the feasibility of providing parking bays for shoppers. The study also included the provision of cycle lanes and advanced stop lines (ASL) on all the junction approaches.

It should be noted that the provision of a dedicated pedestrian phase within the existing traffic signals will result in a reduction of green times available to vehicular traffic and will potentially increase traffic delays and queuing. In order to compensate for this, the existing junction layout would need to be modified to reduce the impact on junction capacity. The following two options were therefore considered:

Option A

To provide controlled pedestrian crossings on all arms of the junction, and allow straight ahead and left turn traffic on the nearside lane of Headstone Drive. This option removes the current banned right turn allows all turning movements at the junction.

Option B

To provide controlled pedestrian crossings on all arms of the junctions, and provide a left-turn slip on Headstone Drive. This option retains the present banned right turn movement from Harrow View to Headstone Drive.

Enterprisemouchel has undertaken a modelling exercise to investigate the likely impact of a dedicated pedestrian phase and cycle facilities on the capacity of Harrow View / Headstone Garden / Headstone Drive junction. The results show that the proposed layout of Option B, incorporating controlled pedestrian crossing and advanced cycle stop lines on all approaches, and a left turn slip on Headstone Drive would not cause any significant increase to the existing queue levels and delays at the junction.

It is therefore recommended that Option B (See **Appendix D**) is progressed to detailed design.

A preliminary cost estimate of the works is £238,153, of which £94,000 is for stats diversions. The costs will need to be more accurately refined as the scheme is progressed.

- 2.4.4 The final signals details will need to be checked and approved by TfL as they are responsible for traffic signals throughout London. If the scheme proves to be viable, funding will be sought from the TfL capital programme budget for implementation in 09/10. However, there is no guarantee that funding would be granted.

2.5 **Petts Hill Bridge and Highway Improvements**

All key documents have been signed and funding secured. The agreed programme is as follows:

- August 2008 – contractors will be on site to carry out enabling works.
- December 2008 – bridge works commence. The railway is likely to be closed for 4-5 days. Road closures will be in operation for 2 weeks or so.
- January 2009 – bridge works to be completed.
- July 2009 – highway works completed.

The main rail / road closures will occur over the Christmas Bank Holiday to cause minimum disruption to commuters. To facilitate and allow the works to be carried out, trees and vegetation have already been cut back early to avoid the nesting season.

2.6 **Bus Priority Schemes**

Kings Road, Rayners Lane

Civil works are now completed. Tree planting and waiting restrictions will be implemented shortly.

Common Road, Stanmore

Trial holes to be carried out to determine the extent of gas mains diversions and consequently whether or not a road widening scheme will be feasible.

Shaftesbury Avenue

Works to install full width inset parking bays on both sides of the road. Scheme is due to be completed around autumn 2008 followed by tree planting.

Cannon Lane Junction with Whittington Way

Works to install waiting restrictions at the junction and parking bays outside the shops. Scheme to be completed around autumn 2008.

Honeypot Lane Bus Lane (Northbound)

Site meeting held with members following previous TARSAP meeting. Continuing the design of the bus lane. This would be provided by widening the road so that existing traffic capacity is not adversely affected. Further to the site meeting, it was agreed to investigate increasing capacity at the Honeypot Lane / Streatfield Road roundabout by reducing the size of the roundabout.

Eastcote Lane (between Maple Avenue and Corbins Lane)

It is proposed to widen the carriageway at this location so that buses can pass each other regardless of parked cars. The scheme is programmed for implementation this financial year, subject to establishing utility diversion costs.

Rayners Lane between Imperial Drive and Village Way East

To reduce congestion, options are being investigated to either widen the road if feasible, or change the echelon parking to parallel parking. The loss of parking spaces would be balanced by providing new inset bays on Imperial Drive between Rayners Lane Station and Warden Avenue. Consultation plans are being drafted and will be issued to members shortly.

Pinner Road/Station Road, North Harrow

Investigating a new wider left turn lane from Pinner Road into Station Road. This would remove the under-usage of this lane and hence increase capacity at the junction. The scheme will feature in the Pinner Road LSS consultation document currently being drafted.

Harrow Town Centre

Design work underway to introduce two-way buses on Station Road between Sheepcote Road and College Road, tying in with public realm works on St Ann's Rd. This will remove the one way bus operation in the Town Centre and take buses off Greenhill Way. The proposals involve modifications to the Sheepcote Road/Station Road junction to allow right turning buses. It will also mean changes to Station Rd layout to straighten kerb lines. In addition, there are plans to look at facilitating a right turn for buses from Bessborough Road into College Road. This will be subject to satisfactory traffic modeling results.

London Road, Stanmore

Investigating options to provide bus priority on London Road to bypass westbound traffic congestion. Options could be peak hour bus lanes or shared use lanes.

2.7 Sustainable Transport Events and Promotion

- 2.7.1 A new newsletter has replaced the Good Going newsletters and is called 'I MOVE LONDON'. This goes out monthly to members, the public and is also available on Harrow Council's website.
- 2.7.2 Harrow Council participated in National Walk to Work Day on April 24 and had an event at the Civic Centre. Step counters were handed out and free fitness tests were available as well as information on the benefits of walking. This was promoted through posters around the Civic Centre, on the council website and through the I Move London newsletter.
- 2.7.3 The council is holding a Mass Bike Ride on June 15 2008 in conjunction with Cycle Experience as part of National Bike Week. The ride will involve guided riders converging on The Grove, Harrow on the Hill from various meeting points across the borough. This will be promoted through posters around the Civic Centre, on the council website and through the I Move London newsletter.

2.8 Road Safety Education

A seminar for teachers and teaching assistants was held at the Teachers Centre where the subject of how road safety elements could be introduced into curriculum was discussed. Another seminar will be held later in the year.

Cycle training has shown an increase in both Level 1 (playground training for 8/9 year old pupils) and level 2 (on-road instruction for 10 year olds and over) and courses are being arranged in both school time and in the holiday breaks. The Councils web site now has information and "on line" booking for cycling training which is now being well used with applications going straight to the road safety email address. A mass cycle ride is being run with Cycle Experience and linked with travel awareness at the start of "Bike Week". Cycle trainers will be visiting various schools during the week to promote cycling and cycle training.

June 9 to June 27 will see road safety participation in the annual Junior Citizen event run jointly with Police, Fire and other agencies to promote safety to Year 5 pupils at Harrow schools – around 2500 pupils will attend the event over three weeks.

Harrow supports the Childrens Traffic Club, which provides free road safety books and materials to children aged from three years. A road show that brings the characters in the books to life is visiting Harrow on Saturday 31st May.

Child seat safety checks will be being carried out by Brent and Harrow trading standards on 24th June at Morrison's Supermarket in Hatch End and it is anticipated that there will be a road safety presence at the event

The Child Injury prevention group based at Glebe school is linking with the school fete to promote safety topics – a road safety presence is planned.

Theatre in Education visits with road safety themes have been arranged for schools at the end of June and again in October – Visits will be made to up to 10 schools each week.

SECTION 3 – FURTHER INFORMATION

Appendix A - Old Redding - consultation document
Appendix B - Grimsdyke School - consultation document
Appendix C - Spencer Road - consultation document
Appendix D - Good Will to All junction – Outline proposal

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

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Background Papers: LSS Annual report 2007/ 08