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Committee:	Traffic and Road Safety Advisory Panel
Date:	17th September 2008
Subject:	<p>INFORMATION REPORT- Petitions Relating to:</p> <ol style="list-style-type: none">1. High Road, Harrow Weald –requesting action on illegal U-turns, speeding traffic and vibration2. 207-227 High Road, Harrow Weald- request amendment of times of waiting restrictions3. Badminton Close off Marlborough Hill Harrow-request strategy to prevent road being used by parents of adjacent
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	None

Section 1: Summary

This report sets out details of 3 petitions which have been received.
The petitions relate to:-

- 1) High Road, Harrow Weald
- 2) 207-227 High Road, Harrow Weald
- 3) Badminton Close, off Marlborough Hill, Harrow

FOR INFORMATION

Section 2: Report

2.1 High Road, Harrow Weald

2.1.1 A petition has been received which was presented to Cabinet on 19th June 2008 by Councillor Paul Scott containing 8 signatures of High Road, Harrow Weald.

2.1.2 The petition states that the signatures wish to complain to the council about:-

- I. *“Cars making illegal U turns into our private property in order to avoid travelling to the top of the High Road to use the roundabout on the Uxbridge Road to head southwards”*
- II. *“The above is causing congestion, risk of accident, nuisance and damage to our private property and risk of injury to those on our private property not expecting cars, some travelling at speed, illegally pulling into our private driveways”*
- III. *“The vibrations caused to our properties by moving traffic along the High Road. Damage, movement and suggested subsidence is being caused to our properties due to the increasing vibrations caused”*
- IV. *“Speeding along the High Road is making it dangerous to enter or exit our own driveways”*

2.1.3 The petitioner's state that they seek immediate action be taken to resolve the above concerns and that they will seek legal advice for damages should it become apparent that the vibrations have caused structural damage to their homes.

2.1.4 Cabinet received the petition and referred it to the portfolio holder for Environment Service and the Traffic and Road Safety Advisory Panel for consideration.

2.1.5 The junction of High Road Harrow Weald, Boxtree Road and Elms Road has an elongated central island in High Road which is designed to physically prevent vehicles from turning right. The reason for installing the island was to prevent vehicles from turning right because of the level of accidents at the junction. It was also installed to prevent rat running traffic from cutting through Boxtree Road and Elms Road to reach Uxbridge Road rather than join Uxbridge Road at the Roundabout located at the junction with High Road. To complement the physical island there is a no

- U turn restriction in place from the southern extremity of the island to the junction with Uxbridge Road. This affects both northbound and southbound traffic on High Road.
- 2.1.6 There are a number of signs to inform motorists of the ban and it is therefore considered that motorists are deliberately ignoring the ban rather than being unaware of the restrictions. From a site review it is unlikely that adding any additional signing will improve compliance.
- 2.1.7 Enforcement of this U turn Ban lies with the Metropolitan Police however it is extremely difficult to restrict vehicles carrying out banned U turns.
- 2.1.8 The personal injury accident records for the length of High Road for the last 3 years show no recorded accidents attributable to vehicles carrying out U turn manoeuvres.
- 2.1.9 The Police have been made aware of the concerns of residents on both speeding vehicles and non compliance with the U turn ban and have been asked to look at enforcement. Obviously it is for the Police to decide on the allocation of their resources.
- 2.1.10 With regard to vibration from vehicles, research has been carried out by the Transport Research Laboratory (TRL) into vibration levels from traffic required to cause structural damage to property. Their findings showed that whilst the transmission is dependant on the underlying soil type the levels of vibration necessary to cause structural damage are far above the levels normally generated by general road traffic.
- 2.1.11 People can detect building vibrations that are well below the level that cause any risk of damage. People may experience the effects of airborne vibration in that windows or fittings may rattle and this may give the subjective impression that structural damage may be being caused.
- 2.1.12 To ensure that there was no carriageway defect that may be exacerbating the problem the Highways section were asked to check the carriageway surface in the vicinity of the properties for any defects. The response was that there were no defects that would contribute to vibration.
- 2.1.13 A letter has been sent to the lead petitioner by the Portfolio Holder highlighting the above information and informing them that there are no effective practical measures the council can take to deal with the U turning and associated problems.

2.2 207-227 High Road, Harrow Weald

2.2.1 A petition was presented at Council on 10th July from Mr Baranker containing 13 signatures calling on the council to:-

“Urgently amend the waiting times in High Road, Harrow Weald, covering the properties numbered 205-227 to finish at 6.30pm in order to assist the traders to continue to run their business and to help boost the economic vitality and vibrancy of Harrow”

2.2.2 The petition is in the same terms as one submitted in May 2008 by Mr Farooq and reported to this Panel on 18th June 2008.

2.2.3 Officers have previously reviewed the restrictions in this area which have been in place since 1996. However any relaxation of the existing timings has been opposed by Transport for London (TfL) because the High Road forms part of the London Strategic Route Network. TfL have concerns about the presence and manoeuvring into space of any parked vehicles causing delays to buses and other traffic.

2.2.4 These concerns extend to the period beyond 6.30 pm, hence the current restrictions which apply until 8pm Monday to Saturday.

2.2.5 TfL have indicated that they would not object in principle to inset parking in the form of a lay-by. This would require the dedication of part of the private forecourt land that exists in front of the shops. At the Panel meeting on 18th June it was noted that the cost of constructing this inset parking would be prohibitively expensive.

2.2.6 Since the meeting some further work has been undertaken to see how much parking could be provided and an indicative level of cost to construct the parking bay.

2.2.7 A lay-by would be able to accommodate about 6 vehicles and would need to have a pay and display regime to control its use. Without such control there is a likelihood that the lay-by would fill up in the evening and overnight with long stay parking by residents and therefore would provide little or no benefit to the restaurants and other businesses along this section of the High Road.

2.2.8 The cost of constructing a lay by would require the relocation of a lamp column, replacement of the footway to the rear of the new lay-by, pay and display equipment, signing together with legal costs orders for traffic orders and acquisition of the necessary private forecourts. In addition it can be expected that there will be underground services and mains belonging to public utility companies that will require diversion. At this

stage a suitable allowance has been made but the costs could increase significantly if it is found that fibre optic cables are involved. The total cost is estimated at £110,000.

2.2.9 The cost of providing each potential parking space is relatively high and there is no budget provision for funding such works. It is also unlikely that TfL would fund the scheme because of the level of cost and little or no significant benefits it would bring to bus operators.

2.2.10 A letter has been written to the lead petitioner explaining the above facts and that the council is therefore unable to agree to the request for changes to the parking restrictions.

2.3 Badminton Close off Marlborough Hill, Harrow

2.3.1 A petition has been forwarded by the Headmaster of Marlborough School which was addressed to the Head teacher and governing body of the school.

2.3.2 Although the petition was not addressed directly to the council it is felt appropriate to report it to this Panel.

2.3.3 The petition consists of 91 signatures from parents and carers addressing road safety issues in the area outside Marlborough School.

2.3.4 The petition states *“In view of the risk to children crossing Badminton Close, we, the undersigned, urge you (Head teacher and governing body) in consultation with Harrow Council, to establish a strategy to prevent this road being used by parents to drop off or pick up their children, or use it as a turning point, during the 8.30am to 9.30am and 3pm to 4pm high risk times”*.

2.3.5 The Head teacher in forwarding the petition has stated that the signatories of the petition have put forward the following suggestions to remedy the situation namely:-

- I. Zig-Zag lines on both sides of Badminton Close.*
- II. All new parents to sign a contract stating that they will not endanger children's lives by attempting to drop off children too close to the school.*
- III. The crossing (Lollipop) person could be moved slightly further along towards Badminton Close, and actually supervise both crossings (The lady at Norbury supervises two crossings at the Hindes / Radnor/ Welldon Crossroads).*

IV. Ask the metropolitan Police to provide cones to put across Badminton Close at crucial times (this may help in the short term)

- 2.3.6 The petition was acknowledged and further information requested from the head teacher on the position with regard to the schools travel plan. However the petition was received just prior to the start of the school holidays.
- 2.3.7 An investigation of the accident records show that there are no recorded personal injury accidents in the last 5 years in Badminton Close or within 50m either side of its junction with Marlborough Hill.
- 2.3.8 Coincidentally the traffic orders for the review and extension of Wealdstone Zone C, the subject of public consultation in 2006, were published in July 2008. An objection to these proposals has also been received from the Head teacher of Marlborough School. This objection is dealt with fully in the separate report to this meeting of the Panel.
- 2.3.9 There are already substantial school keep clear markings and zig-zag lines to the west side of Badminton Close stretching for approximately 90m on both sides of Marlborough Hill opposite the school frontage. Double yellow lines already exist on the entire length of the western side of Badminton Close and include the turning head on the eastern side. Under the advertised proposals above it is planned to install permit parking bays down most of the eastern side of Badminton Close covering the hours 10am to 11am Monday to Friday. Double yellow lines are proposed on the eastern corner of the junction of Badminton Close and Marlborough Hill to replace the existing single yellow lines.
- 2.3.10 The suggestion of the police putting cones across the end of Badminton Close is not practicable as the police do not have the power to do so (the road is a public highway and any restriction to access requires a traffic regulation order) nor do they have the resources and equipment to do so.
- 2.3.11 A request has been made to the head teacher for information on the preparation of the school travel plan and the suggestion of a site meeting to discuss the issues in more detail. A response is awaited which has probably been delayed due to the school holidays.
- 2.3.12 Officers will continue to liaise with the head teacher to try to find an acceptable, legal and practicable solution to the problems.

Section 3- Further Information

None

Section 4- Contact Details and Background Papers

Contact:

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Background Papers:

Petitions and Replies to lead petitioners