

Committee:	Traffic and Road Safety Advisory Panel
Date:	26th November 2008
Subject:	Pinner Road - Local Safety Scheme (LSS)
Responsible Officer:	John Edwards – Divisional Director Environmental Services
Portfolio Holder:	Councillor Susan Hall- Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A – details of the one way proposals in Bedford Road and Pinner View

SECTION 1 – SUMMARY AND RECOMMENDATIONS

This report details the results of a public consultation exercise conducted for one of the Pinner Road LSS proposals, namely the introduction of a one way section in Bedford Road and Pinner View and seeks the Panel's recommendation to the Portfolio Holder for Environment and Community Safety that this proposal be removed from the Pinner Road LSS accordingly.

Recommendations

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that she make the following decision :

1. The Pinner Road LSS proposal of a one way system in Pinner View and Bedford Road (up to the junction with Sussex Road) be removed from the full set of proposals developed for the Pinner Road LSS due to the results of the public consultation exercise and the petition opposing the proposed one way system.

SECTION 2 - REPORT

- 2.1.1 Pinner Road (Bessborough Road to Headstone Lane) forms a part of the 2008-09 Local Safety Schemes programme for implementation this financial year following a successful bid to Transport for London. The scheme is proposed to target and reduce the high number of personal injury accidents in Pinner Road.
- 2.1.2 There were 24 personal injury accidents between 30th November 2004 and 29th November 2007. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.1.3 The scheme development work was focussed on the analysis of these personal injury road traffic accidents contained in the data supplied to us by the Metropolitan Police. A detailed assessment is then carried out to determine how the accidents had occurred and the layout of the environment in which they took place.
- 2.1.4 Although personal injury accidents are random events, many commonly occurring factors are shared in personal injury accidents and it is the identification of these factors, which lead to the development of engineering remedial measures. Engineering measures to address these accidents are therefore developed exclusively on that basis.
- 2.1.5 Proposals were developed which included the following:
- a. The provision of four speed activated signs where speeding is occurring in order to warn drivers.
 - b. The conversion of the existing zebra crossing between Pinner View and The Gardens to a pelican crossing to address pedestrian access concerns.
 - c. Additional 'slow' road markings and cycle symbol markings will be utilised to discourage speeding and increase awareness of the presence of cyclists.
 - d. New pedestrian refuges at strategic locations.
 - e. Conversion of existing refuge to zebra crossing.
 - f. Warning signs and lane re alignment.
 - g. Raised entry treatments at side roads off Pinner Road and waiting restrictions to improve visibility at all junctions.
 - h. One way system in Pinner View and Bedford Road (up to the junction with Sussex Road) subject to consultation.

- j. Localised widening on the south west corner of Pinner Road at its junction with Station Road to reduce congestion and improve bus reliability and journey times.

2.1.6 A study of the personal injury accident records and site investigations at the Pinner View junction revealed that vehicle speeds, traffic volumes and inadequate sightlines contribute towards turning movement accidents. There were also concerns about the volume of pedestrian movements between Pinner View and The Gardens, particularly at peak times which affected traffic flows, causing long traffic queues on each arm of this junction

2.1.7 To combat this the council proposed to introduce a one-way system in Bedford Road and in a section of Pinner View (between Pinner Road and Sussex Road). The aim of this was to reduce accidents involved turning movements at the junctions by removing some conflicting traffic manoeuvres which would improve vehicle access. (See **Appendix A** for details of the proposals)

2.1.8 A public consultation exercise was conducted with local residents in the area to seek their views regarding the wider LSS proposals detailed above for the whole of Pinner Road (see para 2.1.5). A separate consultation was also conducted in tandem with the residents of Pinner View and Bedford Road regarding the proposal to make these roads one way and introduce speed cushions in Bedford Road. The results of this consultation are detailed below:

Are you in favour of one-way proposals									
Road Name	Properties	Responses	%	Yes		No	%	No strong view	%
Bedford Road	64	39	61%	2	5%	33	85%	4	10%
Pinner View	20	11	55%	6	55%	4	36%	1	9%
Total	84	49	58%	8	16%	36	73%	5	10%
Sussex Road		2		0	0%	2	100%	0	0%
Cornwall Road		8		0	0%	8	100%	0	0%
Gloucester Road		1		0	0%	1	100%	0	0%
Rutland Road		2		0	0%	2	100%	0	0%
Total		13		0		13		0	
GRAND TOTAL		62		8	13%	49	79%	5	8%

2.1.9 In addition to the returned consultation leaflets a petition containing 152 signatures stating that: *We the undersigned strongly oppose Harrow council's proposed one way traffic scheme for Pinner View and Bedford Road. We consider that funnelling a substantial increase in traffic along the narrow, double parked Sussex and Bedford Roads will exacerbate congestion and will result in an environment unacceptably dangerous to pedestrians, cyclists and motorists.*

- 2.1.10 The results clearly indicate that the majority of residents in Bedford Road and the surrounding streets such as Sussex Road, Cornwall Road, Gloucester Road and Rutland Road, who responded to the questionnaire, were opposed to the one way proposals. Whereas the residents who responded from Pinner View were slightly in favour of the proposal. A petition containing signatures from 152 residents in the area also objected to the one way proposals. In addition local members were not in favour of the one way proposals.
- 2.1.11 In light of the results of the public consultation and the petition opposing the proposed one way section in Bedford Road and Pinner View it is recommended that this element of the Pinner Road LSS be omitted from the overall scheme.
- 2.1.12 For your information, you will recall that a wider public consultation exercise was conducted which focussed on road safety proposals along the length of Pinner Road between Bessborough Road to Headstone Lane. The details of the scheme and the consultation leaflet were reported to the TARSAP meeting in September. Five hundred and thirty leaflets were distributed to residents on Pinner Road between Bessborough Road and Headstone Lane. This resulted in 55 returned a questionnaire which represents a response rate of just over 10%.

The results of the Pinner Road LSS consultation are detailed below:

Do you support refuge islands?			Do you support the pelican crossing?			Do you support entry treatments?			Do you support speed activated signs?		
Yes	No	NSV	Yes	No	NSV	Yes	No	NSV	Yes	No	NSV
36	15	4	35	15	5	29	19	7	30	11	14
65%	28%	7%	64%	27%	9%	50%	37%	13%	55%	20%	25%

In light of the positive outcome of this consultation it is intended to introduce the local safety scheme in Pinner Road this financial year 08 / 09.

2.2 Financial Implications

2.2.1 None

2.3 Community Safety

2.3.1 The removal of the one way system proposal from the Pinner Road LLS will have a neutral impact on Crime & Disorder (Section 17 Crime & Disorder Act 1998).

2.4 Legal Comments

None. The recommendation in this report does not impact on the Council's duties under Section 39 of the Road Traffic Act 1988 as there are a significant number of alternative proposals to achieve the desired road safety improvement.

2.5 Performance issues

- 2.5.1 Section 39 of the Road Traffic Act 1988 requires local authorities to carry out studies into collisions and in the light of the studies take such measures as appropriate to prevent collisions. As part of the Comprehensive Spending Review announcement the Government recently published the single set of 198 National Indicators (NI) that will underpin the new performance framework. NI 47 and 48 are included in the National Indicators for local authorities and relate to killed and seriously injury road casualties and Children killed or seriously injured in road traffic accidents respectively.
- 2.5.2 Any reduction in personal injury accidents contributes to the national casualty reduction target of reducing by 2010 the number of people killed or seriously injured in road traffic accidents by 40%, compared with the average for 1994-1998. These indicators are an updated version of the former Comprehensive Performance Assessment (CPA) item E12 and E13 and best value performance indicator 99a and 99b. At the start of 2009, it will change to Comprehensive Area Assessment (CAA).
- 2.5.3 In view of this, the new road casualty reduction targets in London set by the Mayor of London are now being used in arriving at our targets for the remainder of the decade. The London targets are more challenging and even those have also been achieved already. Additional investment in road safety education and road safety measures would ensure the significant casualty reductions achieved are maintained and further road safety benefits can be accrued.
- 2.5.4 It should be pointed out that unless we use effective measures to reduce speeds it would adversely impact our ability to maintain and improve our excellent road safety record and maintain our exceptional casualty reduction targets (including our National Indicators NI 47 and 48).

2.6 Risk Management Implications

- 2.6.1 This project is not included on the Directorate risk register. When approved for implementation, however, it will have its own generic risk register as part of the project management process.

SECTION 3 - STATUTORY OFFICER CLEARANCE

Chief Finance Officer	<input checked="" type="checkbox"/>	Name: ...Sheela Thakrar
		Date: ...13/11/08
On behalf of the Monitoring Officer	<input checked="" type="checkbox"/>	Name: ...Rachel Jones
		Date: ...14/11/08...

SECTION 4 - PERFORMANCE OFFICER CLEARANCE

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Performance Officer



Name: ...Anu Singh

Date: 13/11/08.....

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact:

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Background Papers:

LSS programme 2008 / 09

LCN+ programme 2008/9

Bus priority programme 2008/9

If appropriate, does the report included the following considerations
(select one option YES/NO/NA)

1.	Consultation	YES
2.	Corporate Priorities	NO