

**REPORT FOR: Traffic and Road Safety  
Advisory Panel**

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**Date:** 10 February 2010

**Subject:** INFORMATION REPORT- Petitions relating to:

1. Cavendish Avenue – request to address speeding and parking problems
2. Shaftesbury Avenue – request for pedestrian crossing
3. Four roads in Marlborough ward – request for renewing footways and resurfacing of roads
4. Watling Medical Centre – request for changed period of restrictions
5. Stanmore controlled parking zone – request for reduced and/or variable restrictions from certain roads (2 petitions)
6. 258 bus route – request for extra bus stop by Hive Road
7. Headstone Lane – request for controlled crossing near railway station entrance

**Responsible Officer:** Brendon Hills - Corporate Director  
Community and Environment

**Exempt:** No

**Enclosures:** None

## **Section 1 – Summary and Recommendations**

This report sets out details of the petitions that have been received and listed above.

**Recommendations:**  
**No recommendation – for Information**

## **Section 2 – Report**

### 2. Petitions

#### 2.1. Cavendish Avenue

2.2. A petition was presented to this Panel meeting on 25 November 2009 by a Harrow on the Hill ward councillor on behalf of residents of Cavendish Road. The petition contained 34 signatures from 28 addresses in Cavendish Avenue.

2.3. The petition states:-, “*We (the undersigned) request that the Panel investigate methods to slow vehicle speeds on the road.....*” The petition also requested that the current waiting restrictions near to the junction with Greenford Road be replaced with no waiting at any time or between 6.00 am and Midnight, in order to deal with congestion and queuing problems.

2.4. Cavendish Avenue presents a relatively straight route from Greenford Road to Wood End Lane which might encourage some drivers to exceed the 30mph speed limit. There have been concerns regarding the speed of traffic using Cavendish Avenue in the past. Traffic surveys undertaken at that time (more than 15 years ago) however did not

indicate a significant speeding problem. At that time traffic calming in the form of road humps was the only real way to address speeding traffic on residential side roads. Cavendish Avenue did not present as a priority.

- 2.5. An analysis of the collisions leading to injury data for the 3 years to September 2009 revealed two collisions had occurred in Cavendish Avenue. Both resulted in slight injuries and both occurred relatively close to the Greenford Road end of the road. The location and collision details are not particularly suggestive of excessive speed as being a major factor.
- 2.6. The length of time since the last traffic survey and the renewed call for action from the petition signatures justifies a new traffic survey to reassess traffic speeds and this has been ordered. This will enable an up to date traffic calming assessment to be completed. Whilst it is considered unlikely Cavendish Avenue would ever get to the top of the priority list for introducing road humps it might justify vehicular activated signs (VAS).
- 2.7. Despite the waiting restrictions being entirely consistent with the controlled parking zone and thus address all day parking, some visitors to the shops may cause difficulties outside of the zone times. It is considered appropriate to consult on extending the double yellow lines which currently only cover the junction with Greenford Road. It is envisaged these restriction modifications could be coordinated with other changes along Greenford Road.

## **2.8. Shaftesbury Avenue – Request for pedestrian crossing facilities.**

- 2.16 A petition was presented to Cabinet on 22 October 2009 by a Harrow on the Hill ward councillor on behalf of residents of Shaftesbury Avenue. The petition contained 44 signatures from 33 addresses on Shaftesbury Avenue between its junctions with Abercorn Crescent and Welbeck Road and from the western end Whitmore Road.
- 2.17 Cabinet did not refer the petition directly to this Panel as is usual practice and hence it was not considered as part of the 25 November 2009 meeting agenda. It is thus being reported at this Panel meeting.
- 2.18 The petition requested a controlled crossing across Shaftesbury Avenue. It was stated in the following terms:-

*“There is no pedestrian crossing along the whole length of Shaftesbury Avenue: from the traffic lights at Imperial Drive to the traffic lights at Roxeth Corner. Traffic often speeds along certain parts of this road and (elderly) residents who need to cross can feel frightened by that, particularly since parked cars can often impede their passage and visibility of the on-coming traffic. In the interests of pedestrian safety, we ask that Harrow Council investigates the feasibility of putting in a crossing – ideally near the junction with Whitmore Road – and takes action to install this as soon as possible.”*

- 2.19 Separate, similar requests have been received recently and the practicality of a new crossing point especially of one close to the junction the Whitmore Road was fully investigated and a crossing in this location was not considered feasible.
- 2.20 The latest personal injury accident data on Shaftesbury Avenue (approximately 100m either side of its junction with Whitmore Road) was examined which confirmed that there had been no incidents involving pedestrians in the 36 month period.
- 2.21 As the council receives numerous requests for pedestrian crossings, the need to prioritise is fundamental to best use the limited funds available to us. Factors such as the number of pedestrian casualties are taken into account in order to establish locations where a crossing would be most beneficial. The best practice for providing uncontrolled pedestrian crossings suggests giving pedestrians opportunities to cross a single traffic flow at once by the use of pedestrian refuges.
- 2.22 It must be noted that there is an existing pedestrian refuge approximately 55m north of Whitmore Road where the carriageway has been widened to accommodate the refuge. Further pedestrian refuges would require similar accommodation works due to the width of the road and therefore the associated costs and the excellent casualty record would not warrant its expenditure.
- 2.23 Four roads in Marlborough ward – request for renewing footways and resurfacing roads**
- 2.24 A Marlborough ward member presented a petition containing 74 signatures on behalf of residents from Torver Road, Lowick Road, Sparkbridge Road and Rusland Park Road, which requested that the Panel consider repaving the walkways and resurfacing the roads in the area.
- 2.25 This petition has been referred to the Engineering Service Manager who will investigate the contents of the petition and respond to the petitioners directly. There is an established procedure by which condition or the footways and carriageway are assessed which enables the priority for renewing/ resurfacing to be established.
- 2.26 Watling Medical Centre – request for changed period of restrictions**
- 2.27 A Canons ward member presented a petition containing 302 signatures from patients of Watling Medical Centre, which requested that the Panel change the CPZ hours in the area from 10.00 - 11.00 and 15.00 - 16.00 to 12.00 - 14.00, as the existing hours covered the practice's busiest times.
- 2.28 The review of the Stanmore CPZ scheme extension has commenced but has been delayed because of the unprecedented levels on involvement on the West Harrow CPZ and staff changes and it has not been possible to report to this Panel meeting as originally envisaged. It is now intended that the results of investigation and local consultation on the 80 requests are due to be reported to the June 2010 Panel Meeting.

- 2.29 However, the request to change the hours of the CPZ controls essentially requires the same amount of resources that are required to introduce a CPZ. Consequently they are outside the scope and resources that have been allocated for the review process.
- 2.30 The recommended programme of work for 2010/11 is contained in the annual CPZ report presented elsewhere on the agenda to this Panel meeting. There is no provision in the recommended programme to make such major changes and the Panel will note the substantial reduction in funding that is available in the provisional Harrow capital programme for such works.
- 2.31 Stanmore controlled parking zone – request for reduced and/or variable restrictions from certain roads**
- 2.32 A Canons ward member presented a petition containing 35 signatures from residents in Rees Drive, Chevalier Close, Partridge Close which requested that the yellow lines be amended or removed in the area, Saturday parking restrictions be lifted and that a scheme similar to the event day parking scheme in Brent for major events that fall on a Saturday or Sunday be adopted.
- 2.33 The request to change the yellow lines is included in the parking review and the results will be reported to the June Panel. The request to remove the Saturday restrictions is outside the scope of the current review process as explained in 2.29.
- 2.34 A Canons ward member presented a petition in the format of completed questionnaire forms organised by the Berry Hill Residents Group with 56 responses from residents of Berry Hill, Brockleyside, Rees Drive Chevalier Close, Partridge Close and London Road. The petition appears to be requesting similar changes to that in 2.32 above although there are a range of opinions expressed in the returned questionnaires.
- 2.35 A meeting was held with representatives of the residents group in early January to explain about the considerable resources required to change the hours and days that the CPZ controls cover. Other options that could be tackled within the scope of the review were explained as well as the role of the annual review report and programme reported elsewhere to the Panel
- 2.36 As explained in 2.30 above there is no allocated resources in the recommended programme to tackle the major change of changing the control hours and days.
- 2.37 258 bus route – request for extra bus stop on Common Road, Harrow Weald by Hive Road**
- 2.38 The Portfolio Holder for Environment and Community Safety presented a petition containing 132 signatures from residents, relatives and staff from Kestral Grove Private Residential and Nursing Home for the Elderly, which requested that the Panel support the request to Transport for

London to provide additional bus stops near Hive Road on the 258 bus route.

- 2.39 Portfolio Holder approval has now been granted for the implementation of a new bus stop on Common Road and officers are working with London Buses to progress the request.

**2.40 Headstone Lane – request for controlled crossing near railway station entrance**

- 2.41 A petition containing 146 signatures was presented to the Major and the Chairman of this Panel on 3 December 2009. The petition states that :

*“We the undersigned users of Headstone Lane British Rail Station and Buses to the vicinity of Station find it very difficult to cross the road due to heavy traffic on Headstone Lane while going to Public Bridal Way, as a Day Centre for Senior Citizens, a Nursery School, a Garden Centre, a Timber Yard, Cricket and Football grounds at RCT and Old Millhillians Club are situated in the said Public Bridal Way so we request your good office to either install a Pelican Light or Zebra Crossing for our and safety of the Public.”*

- 2.42 Residents have requested crossing facilities near to the Headstone Lane Station for some years. Officers can confirm that a pedestrian refuge island was introduced in 2008/09 as part of a bus priority scheme at a location 60 metres south east of the requested location.

- 2.43 Following receipt of the petition an officer met with the organisers of the petition to confirm the location of the requested crossing and examine its practicality. The requested location is between a small traffic island located between the roadway of the public bridleway and Broadfields on one side and the inside of the bend to the south of the entrance to the station on the other.

- 2.44 The difficulties/dangers of the suggested location were evident and were explained to the petitioners. These are as follows:

- a) the visibility for and of pedestrians crossing from the east (station) side of the road is less than 15 metres for traffic approaching from the north;
- b) because of the station building and bridge parapet walls visibility of traffic signals for traffic approaching from the north would be inadequate for the safety of vehicles or pedestrians;
- c) the traffic island on the west side of the road has better but still deficient visibility of approaching traffic from the north, it is also not a suitable location from which to cross.

- 2.45 In addition the number of people wishing to cross at this location is unlikely to justify priority in relation to other requests for crossing facilities.

## Financial Implications

There are no financial implications

## Section 3 - Statutory Officer Clearance

Name: Kanta Hirani



on behalf of the  
Chief Financial Officer

Date: 28 January 2010

## Section 4 - Contact Details and Background Papers

### Contact:

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### Background Papers:

None