

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

Date of Meeting: 10 February 2010

Subject: INFORMATION REPORT – Progress update on key traffic and parking schemes.

Responsible Officer: Brendon Hills - Corporate Director
Community & Environment

Exempt: No

Enclosures: None

Section 1 – Summary

This information report is presented to members to update them regarding progress on a number of traffic management, parking, bus priority, cycling and road safety education projects.

FOR INFORMATION

Section 2 – Report

Local Safety Schemes

1. Mass action - wet accident sites

A list of sites across the borough is now developed where there is a history of personal injury accidents in wet road surface conditions. A total number of 23 potential sites were identified to date and initial measures for approximately 7 sites have been recommended and detailed design for which is currently being carried out. Implementation costs for these measures have been determined and the sites will be prioritised according to the limited budget to primarily address those involving killed or seriously injured (KSI's) accidents. The sites will be treated by improving the road surface / texture, traffic management, signing and road markings to ensure that collisions in the wet conditions are reduced. The sites considered are on London Road – Sudbury Hill, Whitchurch Lane (2 No.), Carmelite Road, and Howberry Road (between Du Cross Drive and Whitchurch Lane. Works programmed for March 2010.

2 Mass action - failed to give way

A list of 11 potential sites has been determined (based upon serious personal injury accidents). The majority of sites are currently being assessed to determine what highway improvements could be made. The measures proposed are likely to include improving visibility, signing and lining to be completed by the end of this financial year.

Works have already been completed on Forward Drive junction with Christchurch Avenue. The scheme involved works at the junction to improve visibility which was incorporated within an adjoining footway scheme.

3 George V Avenue / Pinner Road / Headstone Lane

The Transport for London (TfL) Director of Traffic Operations (DTO) signals has developed a traffic model with split phasing as the previous option had inadequate practical reserve capacity (PRC) which would have involved additional delays and queuing. The modelling has now been checked but is still subject to an internal TfL safety audit.

As this junction is on the strategic road network the TfL Network Assurance Team (NAT) details of the scheme have been sent to them for their approval. The implementation of this scheme will involve relatively minor civil's work by the council. The main changes will be to signal heads and signal timings to be completed by TfL signals contractors in March/ April. This will involve changes to existing signal heads by the

introduction of right turn filters lights intended to reduce the high proportion of right turn incidents.

4 Honeypot Lane / Marsh Lane

Statutory consultation is now complete and construction of these proposals is programmed for February / March 2010.

5 Station Road, Harrow to Station Approach

Proposals to address traffic collisions associated with turning movements and pedestrian casualties have been developed as part of the TfL funded safety scheme programme for 2009/10. These proposals include raised entry treatments at its junctions with Rosslyn Crescent and Nibthwaite Road; improvements to informal pedestrian crossing facilities and revised waiting restrictions. There was a generally positive response to local consultation and TfL's Network Assurance Team has accepted scheme notification. The statutory consultation period finishes on 10 February 2010. Works are expected to be carried out in February/March 2010.

6 High Road, Harrow Weald

Proposals to address traffic collisions associated with turning movements and pedestrian casualties have been developed as part of the TfL funded safety scheme programme for 2009/10. These proposals include two new pedestrian refuges, a traffic island, revision to a further traffic island, changes in waiting and loading restrictions and safety improvements to its junctions with College Avenue and Long Elmes. TfL's Network Assurance Team has accepted scheme notification. The statutory consultation period finishes in February. Works are expected to be carried out in February / March 2010.

7 Pinner Road

All the pedestrian crossing improvements are complete. The works remaining are the installation of the four vehicular activated signs, two junction warning signs and some minor road marking works. The first two aspects rely on electrical service connections. All works are expected to be completed by March 2010.

8 School Travel Plan schemes

St John Fisher – Statutory consultation is now complete. The works were delayed because of the relocation of a bus stop in Pinner Road near the

junction of Melrose Road. Plans to relocate the bus stop are now in hand and the scheme is programmed to start in February (half term) in order to minimize disruption to the school.

School Keep Clear markings

Statutory consultation is now complete and the road marking and signing are due to be implemented in February 2010.

9 20 mph zone proposals

The purpose of a 20 mph zone is to create a safer environment for all road users by limiting vehicle speeds through self-enforcing measures. 20 mph zones generally reduce personal injury accidents and decrease through traffic because of the lower speeds anticipated.

The aims of the scheme are:

- To minimise the risk and severity of accidents within the area
- To improve pedestrian and cycle safety
- To encourage walking and cycling in the area

Pinner Wood School

The 20mph zone area surrounding the school is bounded by Pinner Hill Road to the west and Albury Drive to the north. Construction of the scheme including entry treatments and signage is substantially complete.

Norbury School

A 20mph zone is proposed surrounding Norbury First and Middle School, Quintain Hall School and Alpha Preparatory School and Buckingham College School. There is existing traffic calming on Hindes Road. Further traffic calming in the form of speed cushions is proposed in Welldon Crescent, Wellesley Road and Greenhill Road and a junction platform is proposed outside the Welldon Crescent entrance to Norbury School to make the proposed 20 mph zone self-enforcing. Implementation is substantially complete.

Roxeth Manor School

The works are now substantially complete apart from the introduction of waiting restrictions on the corners of the junctions.

10 Walking schemes

The introduction of walking schemes provides improved pedestrian facilities and fosters an environment conducive to encouraging a greater

number of people to walk over reasonably short journeys. By introducing walking schemes it will improve pedestrian safety in the locations treated and help to reduce the frequency of road traffic collisions involving vulnerable pedestrians, particularly elderly people and children.

South Harrow

Improvements identified include widening the pelican crossing facility outside South Harrow underground station and a new zebra crossing on the approach road to Waitrose supermarket. Works on most of these measures are programmed for March 2010. The crossing widening to be co-ordinated with relocation of traffic signal posts by TfL..

West Harrow

Proposals for an extension to the 20mph zone to the east of West Harrow station, including improvements at the junction between Vaughan Road, Bouverie Road and Wilson Gardens, were advertised as part of the statutory consultation process in October. The objection from the Fire Service due to the full width vertical deflection has been overruled by the Environment and Community Safety Portfolio Holder in consultation with the Traffic and Highway Network Manager. Construction work including adjustments to kerblines, a junction speed table and signage is programmed to be carried out in February 2010.

Rayners Lane

Statutory consultation is underway; the proposals include improvement to an existing traffic refuge and changes to some of the pay and display bays and times on Imperial Drive between the junctions with Rayners Lane and Village Way East. Construction is planned for February/March 2010.

Hatch End

Proposals for improved crossing facilities across/along Uxbridge Road including modified/new tactile paving and pedestrian signage are programmed for March 2010.

11 Headstone Lane - Proposed zebra crossing

Statutory notice for the introduction of a zebra crossing, outside the school, is complete and the works should commence in February.

12 The Ridgeway/Imperial Drive

Traffic models for two possible crossing schemes were sent to the TfL DTO signals unit for checking.

These models comprise:

Model 1 – New all red traffic phase to allow pedestrians to cross all four arms of the junction.

Model 2 – Specific crossing facilities across northern arm, The Ridgeway only as the arm with the highest pedestrian crossing demand.

The results of DTO indicated that model 2 was the best option because it caused least delays to traffic flows whilst providing controlled crossing facilities on the arm with the highest pedestrian demand. Therefore this is the option we are taking forward works are planned to commence in February 2010. The signals aspect of the works will follow on.

13 Goodwill to All - junction improvements

The computer modelling of traffic for the revised junction configuration has been sent to TfL signals unit for checking and approval. There is an appeal being held in February on a planning application for adjacent development locally that could impact on this junction. There are ongoing discussions with the planning department to assess impact on this junction as the Kodak development brief is formulated. New traffic counts were undertaken in October 2009 to assist with evaluation. A meeting is being held at the end of January with local members and traders to discuss local concerns.

14 Petts Hill Bridge and Highway Improvements

Works are well underway on site. Statutory consultation will start shortly on the yellow lines, bus gate and entry treatments. The civil's and landscaping works are programmed for completion in March 2010 .

15 Harrow Town Centre - Station Road two- way buses

The detailed design to allow two way bus movements in Station Road between Sheepcote Road and Gayton Road is nearing completion. The scheme is part of the original Town Centre master plan which was consulted on two years ago. Key objectives include de-cluttering of street furniture and pedestrian enhancements to improve connection between both sides of Station Road with St Ann's Road and better penetration in the town centre by introducing two-way working for buses along Station Road.

The scheme is to be funded by the TfL Area Based Programme at a cost of approximately £3.5 million. This includes a Harrow contribution of £450k.

TfL approved the scheme for implementation and funding up to a total of £3 million in August 2009. Implementation of the scheme has commenced and utility services diversions are imminent. An informative brochure was delivered to all frontages along Station Road and residents in the adjacent roads. It was also sent to all ward members and statutory consultees.

The access arrangement southbound on Station Road, between Sheepcote Road and College Road are to be confined to buses and cycles. Access arrangements northbound on this section and parking restrictions are being finalised. This will then enable statutory consultation and further information to affected residents and businesses which is planned for March 2010.

Bonnorsfield Lane / Station Road Junction

As part of the Station Road scheme, it is proposed to ban right-turn out of Bonnorsfield Lane as it will cause delays to traffic coming from Wealdstone especially if the northbound traffic lanes are occupied. A recent survey showed that more than half of all the traffic coming out of this junction is through traffic cutting through from Kenton Road. The consultation document is currently being prepared for consultation with the residents of Bonnorsfield Lane and surrounding areas affected for their views on the proposed right-turn ban.

16 Bus Priority Schemes

Kings Road

Final design had been sent to the residents. Three residents objected to the extension of double yellow lines outside their property. The objections were overruled by the Portfolio Holder in consultation with the Interim Traffic & Highway Network Manager. Letters will be sent to inform these residents of the decision. Works are due for completion by the end of March 2010

Shaftesbury Avenue

Statutory consultation is now complete. Yellow lines are to be installed shortly.

Honeypot Lane Bus Lane (Northbound)

Following requests from members the bus lane will be shortened by approximately 60 metres to alleviate the pinch point created by right turning traffic at B&Q. Statutory consultation was completed and there were no objections. Works instruction has been issued to implement the revised bus lane in this financial year.

Honeypot Lane / Streatfield Rd Roundabout

The scheme includes new road markings such as keep clear boxes, revised circulating traffic lane markings and relocated bus stops. Portfolio Holder approval has been granted. The scheme is currently undergoing statutory consultation process for the waiting and loading restrictions. Therefore, scheme implementation is to be phased so that yellow line objections do not delay the white lining works.

Rayners Lane between Imperial Drive and Village Way East

The design is complete and includes inset parking bays in footways and revisions to the cycle track and existing on-street parking bays. Funding is being sought from TfL i to implement the scheme. Some funding has now been allocated although this is not sufficient to implement the whole scheme. Therefore the scheme will be implemented in phases over two years. Inset loading bays in the east side of Alexandra Avenue between Rayners Lane and Warden Avenue/Rayners Lane junction will first be implemented in this financial year and the rest of the scheme in the next, subject to funds being available.

High Road, Wealdstone – South of Weald Lane

The design is complete and includes modification to the northbound bus lane which will assist the flow of traffic and buses. Works instruction will be issued for implementation in this financial year.

17 Freight Schemes

North Harrow Loading Bay

Work on constructing the new loading bay is due to start on site shortly.

Hatch End

An outline design for new loading bays in the Uxbridge Road and its side roads is complete following a study of loading requirements in the Hatch End shopping area by MVA. The proposed loading bays were assessed to identify the priority order for implementation. Some possible funding for implementation has been identified for next financial year although a couple of the lower cost on-street loading bays in Grimsdyke Road and Cornwall Road are currently being consulted upon and are due to be implemented by the end of March.

Goods Vehicles Routeing Study

A study was funded by WestTrans to identify suitable routes for goods vehicles and provide adequate signage as appropriate. Funding has been

identified to commence implementation of the recommended measures during next financial year.

18 Sustainable Transport Events and Promotion

In October 2009, Harrow's Sustainable Transport Officer led a 'Selling Sustainable Transport' event at the London Association for Commuter Transport (highlighting our It's Up to All of Us campaign and marketing behaviour change). Harrow is the only local authority on the steering group and in December, the London ACT region won an award for most improved region. Among the achievements highlighted were the 'Selling Sustainable Transport' event which "*attracted a variety of delegates and broke new ground with addressing how social networking sites and the internet can be used to promote greener travel*".

In December, we also supported an event in Belmont Circle through providing a cycling information stand and promotion of our cycle training services. We have also offered advice and support to a local Community Bike Day at St Alban's Church, providing cycle maps of the local area and information on our free cycle training for adults.

A joint initiative with NHS Harrow and the Occupational Health department is being planned for February which will encourage staff to be more active as well as launch lunchtime walks for staff.

19 Road Safety Education

We have recruited an agency road safety officer who has recently started.

Requests from schools to support a road safety day have been received and materials and publications will be obtained to assist.

Theatre in Education

A presentation of "The Price" for year 8 pupils in High schools was arranged for the first week in October. Seven of the ten High schools approached accepted the invitation and the presentation was seen by first year High school pupils. The theatre group is funded by TfL.

A further theatre presentation has been secured for a week in March for year 6/7 pupils at middle schools. The presentation is aimed at pupils who are moving from primary to high schools and has been seen by Harrow schools in the past with good feedback being received from teachers and pupils. The theatre group has again been funded by Transport for London

Cycle Training

The approach made to TfL for additional funding for the children's level 1 & 2 training has been successful and a further £30k has been allocated and a number of schools have booked courses for February and March. A course is also scheduled for the February half term week at Longfield School. The council's training provider Cycle Experience is contacting schools with a view to arranging courses in the school summer term. Courses are also being planned for the Easter and summer school holiday periods.

Presentations of certificates to children who have completed training are being made at school assemblies, which give an opportunity for road safety messages to be put over to the other pupils.

Adult cycle training continues to be well supported with training available at various levels to suit individual ability.

20 LCN+ Cycling Programme 2009/10 and other cycling projects

Cycling represents a healthy alternative to other modes of transport; it is sustainable and non polluting. Increased cycle usage is a specific objective of the Mayor of London and can lead to reduced congestion, improved air quality and reduced space requirements for parking.

TfL agreed a programme of £360K for 2009/10 which is listed below:-

| LCN+ Scheme Title | £ K | Short description of works | Progress to date |
|--|------|---|--|
| Link 86 Pinner to Eastcote Village via Eastcote Rd | £60K | Phase 2 includes implementation of 2 raised entry treatments on the following side roads:- West End Lane, Lyncroft Ave . An entry treatment at Cannon Lane involving no raised treatment is now proposed due to presence of adjacent bus stop. | Works to commence on site imminently, now phased jointly with highway maintenance |
| Link 87 Pinner Road either side of Traffic Signals/Station Road Junction | £5K | TfL Director of Traffic Operations (DTO) checks on modelling of signals to incorporate Advance Stop Lines (ASL) | Modelling of Traffic Signals to incorporate ASL sent to TfL DTO for checking. Still awaiting response. |

| | | | |
|--|------|---|--------------------------------------|
| Link 89 Lowlands Road. | £85K | entails both on and off road cycle facilities in the form of advisory and signed only routes as well as a short section of segregated cycle track and a shared facility for pedestrians and /cyclists which links up with the Roxborough Bridge underpass. | Works due to commence imminently |
| Link 89 Roxborough Park Junction | £50K | Scheme entails modifications to the existing entry treatments to improve alignment/safety. Together with associated signing/lining. | Scheme to be implemented imminently. |
| Link 89 Kenton Road/A404 Watford Road. | £75K | Scheme entails an off road segregated cycle facility along the underpass across Watford Road A404 and to the west of the underpass a shared facility due to limited footway width linking up with the southern end of the proposed toucan crossing which is to replace the existing pelican crossing. The scheme also involves advisory cycle lanes as well as a short section of segregated cycle track on the north side of Kenton Road linking to the toucan crossing. | Scheme to be implemented imminently. |
| Link 89 Lowlands Road to Tyburn Lane | 85k | Carriageway widening south east corner of signalised junction. Re location of signal head and stats diversions. | Scheme to be implemented imminently. |

This programme represents the end of the LCN+ programme directly funded by TfL. Other sources of funding will be sought to continue the provision of cycle facilities in the borough.

21 Parking Programme

| Scheme | Progress |
|---|--|
| Edgware (Canons Park Estate only) Zone TB Stage 1 Review | Scheme to be implemented by end of March 2010 |
| Pinner Road, Harrow - County Roads area CPZ including shopper P&D parking. | Scheme to be implemented by end of March 2010 |
| Burnt Oak – new CPZ to address possible displaced parking from Barnet. | Scheme delayed due to unprecedented amount of work on West Harrow CPZ. Work to be carried forward to 2010/11 |
| Harrow zone S – missing 2 roads (Rufford Close and Woodway Crescent) probably also consider Carlton Avenue | Re-consultation in Rufford Close carried out due to inconclusive results and misunderstandings of consultees. Portfolio Holder decision awaited for implementation April 2010 |

| | |
|--|---|
| Bessborough Road, Harrow area-New Zone V | Scheme to be implemented in February/March |
| West Harrow Station – New Zone W | Scheme to be implemented in February/March |
| South Harrow –Phase 2 localised areas | Sites for possible CPZ/parking controls are Corbins Lane, Stroud Gate, Northolt Road-loading restrictions, Stanley Road Welbeck Road area. Investigations started but delayed due to unprecedented levels of involvement on West Harrow CPZ |
| Wealdstone Zone C Extension Review and possible further extension | Consultation held on Removal of northern section of CPZ in Spencer Road, additional parking controls on bend in The Broadway, removal of resident bays in Oxford Road and small adjustments in Milton Road, Marlborough Road and Badminton Close. Portfolio Holder decision awaited for implementation in April 2010 |
| Stanmore review to mitigate the impact of event day parking for Wembley Stadium – Phase 2 Review | 80 requests for changes received from residents and businesses. Some parking survey work undertaken and investigation work commenced. Unfortunately progress delayed due to work on other projects and staff changes Results of investigation and local consultation to be reported to June Panel. Some requests for major changes such as time and day changes to CPZ that are outside scope of review are included in annual CPZ report presented to Panel meeting. |
| Rayners Lane Review /possible Extension | Stakeholders meeting held in December 2009. Officers have commenced investigations and results of local consultation to be reported to June Panel. |
| Hatch End Shopping Centre Service Roads “Pay and Display” (Potential displaced of parking likely to necessitate investigation of possible Hatch End CPZ) | Scheme delayed due to workload on other parking reviews. This is now recommended to commence in 2010/11 subject to the Panels approval of the programme in the annual report presented to this Panel. |

Stafford Road-inset parking bays

A design has been produced and local consultation carried out which shows in excess of 70% support from respondents. The necessary transfer of land from Housing to Public Highway is underway and it is intended to construct the bays in March 2010.

Common Road – new bus stop

Portfolio Holder approval has been granted for the implementation of a new bus stop on Common Road following a request from Kestrel Grove Private Residential and Nursing Home and a petition with 132 signatories. We are working with TfL London Buses to progress this request.

Section 3 – Further Information

None

Section 4 – Financial Implications

There are no financial implications

Section 5 – Corporate Priorities

The capital funds received from TfL and Harrow will help achieve the corporate priorities in the following way:

1. Deliver cleaner and safer streets
This will be supported by the following programmes of work:
 - 20mph zones
 - Principal Road renewal
 - Electric vehicle charging points
 - Car clubs
 - Freight loading bays

2. Improve support for vulnerable people
This will be supported by the following programmes of work:
 - Shopmobility
 - Bus stop accessibility schemes
 - Principal Road renewal
 - Bus priority schemes
 - Pedestrian crossings

3. Building stronger communities.
This will be supported by the following programmes of work:

- School travel plans and associated works
- Cycle training
- Bike Week, Walking Works
- Car clubs
- Sustainable travel promotions, road safety educational activities and environmental promotions

Name: Kanta Hirani



on behalf of the
Chief Financial Officer

Date: 28th January 2010

Section 6 - Contact Details and Background Papers

Contact:

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Background Papers:

LSS Annual report 2009/10
LCN+ programme
STP programme 2009/10
Walking programme 2009/10
CPZ Annual report February 2009.