

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

Date of Meeting: 2 February 2010

Subject: INFORMATION REPORT

Petitions relating to:

1. North Harrow Signals - request for safe crossing point and changes to the phasing of the traffic lights.
2. Streatfield Road – Request to reduce the weight and size of lorries using the road.
3. Pinner Green Traffic Lights - Request for safety improvements
4. No. 496-504 Northolt Road- objection to “No Entry” in service road
5. Cornwall Road- Request for Residents Parking

Responsible Officer: Brendon Hills - Corporate Director
Community and Environment

Exempt: No

Enclosures: Appendix A- Photographs of lorries using Streatfield Road and condition of the road

Section 1 – Summary and Recommendations

This report sets out details of the petitions that have been received since the last meeting of TARSAP and provides details of the Council's investigations and findings where these have been undertaken.

FOR INFORMATION

Section 2 – Report

North Harrow traffic signals – request for pedestrian crossing facilities

- 2.1 A petition was presented to TARSAP in November 2010 by a local resident. The petition contained 560 signatures from local residents of North Harrow.

The petition requested improvements to the pedestrian facilities at the North Harrow traffic signals. It was stated in the following terms:-

“We the undersigned urgently request that Harrow Council improve the pedestrian crossing facilities at the North Harrow Traffic lights, and also take measures to improve the safety for motorists turning right from Station Road (Wealdstone Arm) into Pinner Road (Pinner Arm) by:

1) Providing extra controlled pedestrian crossing facilities in addition to that which exists on one arm of the junction.

2) Taking measures to make an accident between a) traffic coming from the Wealdstone direction and turning right towards Pinner and b) traffic coming from the Rayners Lane direction and travelling straight across the junction less likely by a suitable phasing of the lights. This would also have the merit of reducing the incentive for drivers to rat-run along Southfield Park.”

- 2.2 The Council receives many requests each year for new pedestrian crossing facilities. In order to use our funds and resources to best effect each request is investigated and assessed, taking account of national criteria and guidance, to identify the most suitable and beneficial locations. The main factors considered are the number of people crossing, traffic speeds and the volume of traffic.
- 2.3 It should be appreciated that there are many junctions in Harrow where the provision of all round pedestrian facilities would be desirable but where the impact on the flow of traffic would cause congestion. Past experience has shown that providing an all red phase to allow all round green man controlled crossing points can introduce significant delays to vehicular traffic. The Council has a network management duty under the Traffic Management Act to manage the roads to ensure the most

efficient movement of all modes of traffic and it is therefore necessary to find a balance between vehicles and pedestrians.

- 2.4 It should be noted that a previous petition was received in May 2004 requesting right turn filter lights at the same junction. At that time the Council commissioned an independent report to investigate whether this would be feasible. It was concluded that introducing right turn filters and / or pedestrian facilities on all arms would significantly reduce capacity. Both the options of enhanced pedestrian facilities and right turn filters were therefore not pursued further at the time.
- 2.5 The officers reviewed the junction again earlier this year, including a meeting with the lead petitioner. It was confirmed that the existing pedestrian controlled crossing facility on the northern arm of the junction, and the refuge islands on the other three arms of the junction, which allows pedestrians to cross the road in two halves, do adequately cater for pedestrian demand. Despite this limited provision of pedestrian facilities the junction is already congested at peak times. It is clear that any additional pedestrian facilities cannot be accommodated without creating additional congestion and would therefore not be supported by Transport for London (TfL). This is therefore considered to be the best balance between vehicles and pedestrians.
- 2.6 A recent review of the signal timings has been carried out by TfL (who own and maintain all traffic signals in London) in July 2009. As a result the signal timings were adjusted to ease congestion and give pedestrians at the junction more time to cross.
- 2.7 With reference to the request to alter the signal timings to make the junction safer, the officers have checked the accident statistics for this junction and there have been two right turn accidents both from Pinner Road into Station Road within the last three years. In total there have been five accidents within the last three years at the junction which is slightly below the average for a signalled junction in Harrow.
- 2.8 When compared to the safety record of other signalised junctions the level of injury accidents at this junction is not considered a priority for a safety improvement in our programmes of work. To put this into perspective, the George V / Pinner Road junction, which had a remedial scheme introduced recently, had eleven accidents during the same period.
- 2.9 In our current programmes of work there are plans to review the junction in order to make improvements for cyclists and this may affect the way in which right turn vehicles wait in the centre of the junction. The road markings may be altered to improve visibility for drivers and make this manoeuvre easier to undertake in conjunction with adjusting the signal timings to improve traffic flow through the junction.

Streatfield Road - objection to the weight and size of lorries in the road

- 2.10 A 102 signature petition was presented to Cabinet on 28th October 2010 by residents in Streatfield Road requesting that the size and weight of lorries be restricted from using their road. Cabinet referred the petition to this Panel for consideration

The petitions states;

“We, the residents of Streatfield Road support a campaign to restrict the size and weight of lorries using the road. These lorries, some of them extremely large, are not suited for what is essentially a residential road. The vibrations from these lorries have led to and are causing damage to the roads, our houses to shake which, affects our quality of life and the ability to relax in particular sleep. This may well lead to future damage to our houses and may well affect the saleability of our houses present and future. We urge the Council to look at this matter with the utmost urgency and to undertake to meet with a delegation of residents and interested party to find a solution to this long running issue.”

- 2.11 The number of heavy goods vehicles (HGVs) using Streatfield Road has been a frequent complaint of local residents over many years. In the past a 7.5 tonne weight limit restriction has been introduced in this road to address this problem which is intended to prohibit through traffic over 7.5 tonnes from using this route. The restriction, however, does not prohibit such vehicles from making deliveries to destinations within the zone. **Appendix A** shows examples of the type of goods vehicles using Streatfield Road.
- 2.12 It has been explained to residents that HGVs are entitled to use the roads for access to addresses situated within that zone and that only the movement of through HGV traffic is prohibited. The enforcement of the ban was previously undertaken by the Metropolitan Police but has now become a Council responsibility since September 2009 under recent legislative changes. This restriction is difficult to enforce because convictions rely on the collection of a significant amount of evidence to prove that vehicles have not legitimately stopped within the zone. This type of restriction has always proved difficult to resource by both the Police previously and now the Council.
- 2.13 It is necessary to quantify the level of HGV traffic using the road and therefore a classified traffic survey has been commissioned which will provide more data on traffic speeds and vehicle classifications over a one week period. An analysis of this data will allow us to assess the volume of HGV traffic using Streatfield Road and the likely level of contraventions of the existing weight limit restriction.
- 2.14 There is a scheme identified to review the Streatfield Road / Christchurch Avenue corridor in the 2011/12 programme of works and it is suggested that the review of goods vehicle traffic be incorporated into this scheme.

- 2.15 In addition to the 7.5 tonne weight limit restriction there is an over night and weekend ban on HGV's over 18 tonnes using roads in Harrow. The Greater London (Restriction of Goods Vehicles) Traffic Order applies in all 32 London boroughs and the City of London and includes many TfL roads. It allows for the control of heavy goods vehicle movement at night and at week-ends: 9pm to 7am every night, Monday evening to Saturday morning. Then from 1pm Saturday, through the whole of Sunday, to 7am again on Monday. These are the prescribed hours. Currently, 30 of the boroughs allow London Councils to enforce it on their roads, including Harrow.
- 2.16 The restriction is designed to ensure that goods vehicles above 18 tonnes cannot use the restricted roads controlled by the Order, during the prescribed hours, without a permit. However, it specifies a network of, usually, main roads and access roads to industrial estates that are excluded from the Order. This is known as the Excluded Route Network (ERN). During the prescribed hours compliant goods vehicles, with a permit, must make maximum use of the ERN for their journey and only the shortest possible use of non-ERN roads. No part of the ERN enters Harrow and so all roads in the borough are restricted under this scheme.
- 2.17 Where a lorry operator can show valid reasons why lorries are used during these hours within the ban area, an exemption permit is issued. The Lorry Control Unit at London Councils will generally agree a specific route based on our road hierarchy but will also consider a specific route that passes the fewest residential properties. On the whole though, the A409 will be considered as the most appropriate route into Harrow from the Ban boundary.
- 2.18 Enforcement is carried out by a team of five enforcement officers who monitor vehicles from the roadside. They use their cars to patrol London and target specific locations that are either complaint sensitive or where experience has shown they will observe high numbers of heavy goods vehicles. Following receipt of the petition we have contacted the enforcement section at London Councils and they have agreed to step enforcement of the overnight ban in the Streatfield Road area.
- 2.19 Streatfield Road is a borough distributor road and is of a mainly concrete construction with a bituminous running surface. There are no records of when it was first constructed but it is generally considered to be in a good structural condition. Most of the main roads in NW London follow the same form of construction and it is considered to be suitable for modern HGV vehicles. The design life of the carriageway is considered to be infinite with only the running surface needing periodic replacement. This of course can change due to disturbance by excavations or ground conditions but if the structure is properly reinstated it should not have a significant effect on the overall life of the road.

Pinner Hill Road/ Elm Park Road / Uxbridge Road – Traffic signals

- 2.20 A 22 signature petition was presented to the Council on 4th November 2010 by a Neighbourhood Watch Co-Ordinator. The Council has referred the petition to this Panel for consideration.

The petitions states;

“We would like to inform Harrow Council that the traffic junction above is very dangerous and request immediate action to rectify the situation and prevent a disaster waiting to happen”

- 1) *Traffic from Elm Park Road turning right faced with traffic from Pinner Hill Road turning right (with very limited space) has no visible direction i.e. Arrows in the road. The result is chaotic and dangerous. Also this being a major route for buses makes it even more dangerous.*
- 2) *The filter light (right turn) for traffic coming from Rickmansworth Road into the Uxbridge Road also serves traffic going ahead. When the light changes to red, traffic often continues right which is hazardous. There were two very serious accidents in August.*

- 2.21 In total there have been four accidents within the last three years at the junction which is slightly below the average for a signalled junction in Harrow. When compared to the safety record of other signalised junctions the level of injury accidents at this junction is not considered a priority for a safety improvement in our programmes of work.
- 2.22 Checks made with the Traffic Management Police have indicated no record of any serious accidents at the junction in August 2010. However, there have been two damage only accidents reported where details between drivers were exchanged.
- 2.23 In recognition of the petitioners concerns officers have visited the site to view how the signal junction operates and to investigate the problems highlighted in the petition with the lead petitioner first hand.
- 2.24 The main thrust of the petitioners concerns related in particular to poor driver behaviour. One of the concerns raised was drivers jumping the queue from Elm Park Road towards Pinner Hill Road by driving in the outside lane. It was also noted that some drivers appeared to drive at excessive speeds through the junction.
- 2.25 There are two red light cameras located on both arms of Uxbridge Road to regulate vehicle speeds. The petitioner was concerned that there was no film in the cameras. We have discussed this with our colleagues in the Traffic Signals team at TfL and they will raise this with the camera partnership in due course. In addition to this officers will raise the issues identified with the Metropolitan Police at the Traffic Liaison meeting on the 16th December.

No. 496-504 Northolt Road- objection to “No Entry” in service road

- 2.26 A 25 signature petition was received objecting to some no entry signs that had been recently installed at an entrance to the service road that runs parallel to Northolt Road (opposite Stroud Gate).
- 2.27 The petition states:

We the undersigned object to the introduction of the "No Entry" to the service road through the gap opposite 496-504 Northolt Road for the following reasons:

- 1. We have not been consulted in accordance with procedure and we believe it is illegal and moreover we are losing business through it.*
- 2. Due to the narrowness of the service road, large vehicles such as delivery lorries get blocked specially between 2-4 Alexandra Parade so causing traffic chaos.*
- 3. Vehicles stationary in the west bound lane in Alexandra Ave in order to access the service road are blocked by the west bound traffic.*
- 4. The Northolt Road entrance has been in existence for many years and motorists find it suitable and convenient entrance.*
- 5. With the new Petts Hill road layout accessing the service road from the entrance on Northolt Road does not cause unreasonable disruption to traffic in both directions, from observations of long standing shop owners in this parade.*

Is this manner in which we are being treated consistent with the Council's new vision?

Therefore we will be forced to take further appropriate action if this matter is rectified soon.

- 2.28 These signs had been installed in error. Officers became aware of this a few days before the petition was received and had already issued instructions to the Council's contractor to remove the signs. The signs were subsequently removed on the 6th December 2010.
- 2.29 A letter was sent to the lead petitioner to acknowledge the petition and advise that the signs had been removed.

Cornwall Road- Request for Residents Parking

- 2.30 A petition has been received containing 56 signatures from 38 of the 59 properties in Cornwall Road. The key elements of the petition are:
- a) Residents of Cornwall Road are very angry about constant parking problems in the road which residents attribute to displaced parking from other nearby and newly introduced CPZ.
 - b) At most times of the day it has become impossible to park in the road and residents are forced to park elsewhere.
 - c) During the planning stages of the County Roads/Pinner Road CPZ the residents submitted a petition objecting to the plans and stating that if it did go ahead they wanted to be consulted for inclusion.
 - d) Residents report that non residents using Cornwall road to park are commuters for Harrow on the Hill and West Harrow Station, shoppers for central harrow, patients for local doctors and dentist

surgeries, cars belonging to staff at nearby commercial premises and the bus depot.

- e) Concern over the additional likely overflow of parking from new residential development on the former Petrol Station on Pinner Road and Multicultural Centre in North Harrow.

2.31 The specific requests in the petition state:

“ We are submitting this new petition to illustrate the strength of feeling amongst the residents. We want action to be taken by Harrow Council to rectify this unbearable situation caused by the current controlled parking scheme. We want residents parking introduced in the **entire length** of Cornwall Road, ideally from 8.30am to 6.30pm with the understanding that you have to include some pay and display spaces. Introducing a one hour restriction is not sufficient because of the variety of reasons for non-residents parking listed above.

We want to make it clear that with the controlled parking zone we are requesting, we do NOT want yellow lines painted across dipped curbs. There are thirteen dipped curbs on our road. These houses do not have driveways so the dipped curbs are not used for access; they are simply used as reserved parking spaces on the road. The majority of those residents do not park on the front of their properties as there is insufficient space. If you put yellow lines across the dipped curbs, you would further reduce the number of spaces available to residents, as people with dipped curbs would have to park elsewhere. This would make our parking problems even worse. Residents with dipped curbs should be able to park on the road in front of their properties if they display residents’ parking permits. **You should give Cornwall Road special consideration as we have substantially more dipped curbs than any other county roads”**

2.32 The petition was received as the panel reports were being finalised so it has not been possible to carry out any investigation and include this within this report. However it has already been arranged to have a meeting early in the New Year with ward Councillors to discuss the way forward with the review of County Roads/Pinner Road CPZ and this petition will form part of the discussions. Any feedback will be given at the Panel meeting.

2.33 One thing that should be pointed out is that the overriding principle of a CPZ, which has zone entry/exit signs, is that all the kerb space is controlled in some form including dropped kerbs. These could be single or double yellow lines, residents or pay and display bays, disabled bays etc. It is possible to have lines and bays without markings across dropped kerbs but this means that every separate length of line has to have its own signs on posts which would increase street clutter and affect the appearance of the street. It is also possible to mark a residents parking bay across a dropped kerb but this would allow any permit holder to park there and not specifically the property frontage owner.

2.34 It was always the intention to include consultation on a possible CPZ in Cornwall Road with a review of parking in North Harrow. There is unfortunately no clear separation of parking along the roads off Pinner

Road. The CPZ implemented on 1st May 2010 represents the eastern half of Pinner Road mainly influenced by Harrow Town Centre. Cornwall Road represents the western length of Pinner Road influenced mainly by activity from North Harrow. It should be noted that the parking review at North Harrow is included in the separate report to this Panel meeting on the CPZ programme. Subject to approval by the Panel and Portfolio Holder for Environment and Community Safety it is intended to carry out the North Harrow parking review in 2012/13.

- 2.35 The lead petitioners have been sent confirmation of receipt of the petition and informed that it would be reported to this Panel meeting.
- 2.36 A more detailed report will be presented to the next Panel meeting.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel of new petitions received. No updates will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

Section 4 – Financial Implications

- 4.1. There are no direct financial implications. Any suggested measures in the report require further investigation and would be taken forward using existing resources and funding.

Section 5 – Corporate Priorities

- 5.1. Any suggested measures in the report accord with our current corporate priorities to deliver cleaner and safer streets, build stronger communities and improve support for vulnerable people.

Section 6 - Statutory Officer Clearance

Name: Anthony Lineker	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 30 th December 2010		

Section 7 - Contact Details and Background Papers

Contact:

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Background Papers:

TfL - London Road Safety Unit