

LONDON BOROUGH OF HARROW**Report to Individual Portfolio Holder**

Subject:	Proposed Pelican Crossing in Station Road South of its Junction with Gayton Road, Harrow
Relevant Portfolio Holder:	Portfolio Holder for Environment & Planning, Development, Housing
Responsible Chief Officer:	Interim Head of Environment and Transportation
Key Decision:	No
Urgent/Non Urgent:	Non Urgent
Power to be Exercised:	“Extraordinary Council, 28 th May 2002 – item 6” Role and Delegate Powers of Portfolio Holders – Section 8 & 16(b)
Status:	Part 1
Ward:	Greenhill
Enclosures:	Appendices: (A) – Consultation Area (not available electronically) (B) – Consultation Documents (not available electronically)

1. Summary

1.1. This report sets out the results of public consultation on a proposal to install a new Pelican crossing on Station Road near its junction with Gayton Road to improve pedestrian access at the south easterly entrance to Harrow Town Centre and on lifting the banned right turn for taxis from Gayton Road into Station road, and seeks approval to implement the proposals.

2. Recommendations

That officer be authorised to:

2.1 take all necessary steps under Section 23 of the Road Traffic Regulation Act 1984 to:

a) introduce a Pelican Crossing in Station Road south of its junction with Gayton Road, outside number 391 Station Road, Harrow, as shown in Appendix B

the details of which to be delegated to the officers;

2.2 take all necessary steps under the Section 6 of the Road Traffic Regulation Act 1984 to:

a) remove the restriction preventing taxis from turning right from Gayton Road into Station road, Harrow, as shown in Appendix B

the details of which to be delegated to the officers and subject to any formal objections to the traffic order;

REASON:

To improve safety and access for pedestrians on the south easterly approach to Harrow Town Centre and restore access by essential vehicles.

3. Consultation with Ward Councillors

3.1 Consultation documents were sent to Wards Councillors prior to general distribution. A copy of this report was also sent to Ward Councillors to provide an opportunity to comment. No comment has been received.

4. Policy Context (including relevant previous decisions)

4.1 Transport and Road Safety Sub-Committee – 27th November 1995 – minute reference ETLTT30 – Resolved that the officers take all necessary steps under Section 6 of the Road Traffic Regulation Act 1984 to ban the right turn except for buses and cyclists from Gayton Road into Station Road, Harrow the “Statement of Reasons” be given as “to enhance the enforceability of the pedestrian zone in Station Road”, and to revise the layout of the Gayton Road / Station Road Junction.

4.2 Cabinet – 17/06/03 – Approval of Borough spending Plan bid to Transport for London.

5. Relevance to Corporate Priorities

5.1 The introduction of a new crossing will address the Council’s stated policy of enhancing the environment by encouraging more sustainable transport activities.

6. Background Information and Options considered

6.1 In 2001 Harrow council commissioned Living Street (formerly the Pedestrian Association) to carry out street audits of the main walking routes to and from the two major public

transport interchanges in the borough, Harrow on the Hill and Harrow and Wealdstone. This resulted in a significant list of potential improvements to be investigated and implemented. One need identified was for an improvement in pedestrian crossing facilities near the Station / Gayton Road junction at the southerly entrance to Harrow town centre.

- 6.2 Detailed investigation revealed that there were very severe visibility constraints governing the provision of crossing facilities in this area due to the sharp bend and the “hump back” nature of the railway bridge. It was concluded that the only safe solution was a pelican crossing, located at the apex of the bend to maximise visibility from both directions. This is close to the pedestrian desire lines, which make use of existing traffic island.
- 6.3 A bid to fund such a scheme was made to Transport for London (TfL) in July 2003 via the Borough spending Plan. A sum of £52,000 was subsequently made available to allow the scheme to be constructed in the current financial year with TfL commenting that the scheme was considered a high priority.
- 6.4 The layout of the crossing has now been finalised and public consultation carried out as set out in paragraph 7.
- 6.5 During discussions with the Public Carriage Office (taxis) about other traffic schemes being developed in the town centre, it came to light that there was the need to modify a Traffic Order in the vicinity of the proposed pedestrian crossing that prevented taxis turning right from Gayton Road into station Road. A general right turn ban had been introduced here in an attempt to improve compliance with access restrictions that were put in place when the town centre was partially pedestrianised. Though general traffic was excluded from the town centre area the “except for access” restrictions were widely ignored. To enhance the effectiveness of the restrictions the original min-roundabout was changed into a priority junction and a right turn ban, excluding buses and cycles, was introduced. The additional restrictions appear to have overlooked the need for taxis to have unconstrained access to the taxi ranks within the town centre area. The imposition of a right turn ban that includes taxis requires them to make a long detour via Kenton Road when approaching the town centre from the north and east. As part of the crossing works this constraint will be removed

7. **Consultation**

- 7.1 A formal public consultation on the proposals was undertaken in September this year. Documents were sent to residents, businesses and key stakeholders including Police, Chair of the Traffic And Road Safety Advisory Panel, and the Environment and Transport Portfolio Holder, emergency services, TfL Traffic Signals, the Public Carriage Office (taxis), Harrow Association of Disabled People and Harrow and District Pedestrian Associations. The plan in appendix A shows the local premises that were included. The consultation material is attached in appendix B. Responses were received from the Police, Harrow Public Transport User’s Association and the Public Carriage Office responded, Harrow Association of Disabled People. All were in favour

8. **Finance Observations**

8.1 The estimated cost of the scheme is £52,000. Funding is available by grant from Transport for London.

Signature..... date.....

9. **Legal Observations**

9.1

a) A new pedestrian crossing can be introduced under Section 23 of the Road Traffic Regulation Act 1984

b) The existing traffic order restricting right turns from Gayton Road into Station Road can be amended under Section 6 of the Road Traffic Regulations Act 1984.

Signature..... date.....

10. **Conclusion**

10.1 A formal crossing near the Station road junction will significantly improve pedestrian safety and access to Harrow town centre from the south and east and it is recommended that the new facility is introduced. It is further recommended that the right turn restriction for taxis at this junction be revoked. This will improve efficiency by removing the need for taxis to make a long detour to reach the town centre when approaching from the north and east.

11. **Background Papers**

- 11.1 Borough Spending Plan
- 11.2 Local Transport Note 1/95 – The Assessment of Pedestrian Crossings
- 11.3 Local Transport Note 2/95 – The Design of Pedestrian Crossings
- 11.4 UDP – Town Centre Access Strategy

12. **Author**

12.1 William Heale
Principal Engineer (Central area)
Ext: 2065

*I do agree to the decision proposed

*I do not agree to the decision proposed

*Please delete as appropriate

Additional comments made by and/or options considered by the Portfolio Holder

Signature:

Portfolio Holder

Name:

(please print)

Date:

Signature:

Position: *Insert relevant Head of Service*

Date: