

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

Date of Meeting: 23rd June 2011

Subject: **INFORMATION REPORT**

Petitions relating to:

1. Green Lane – Request for road closure.
2. Uxbridge Road- Road scheme request to keep pelican crossing
3. Marlborough Hill- Request to review CPZ
4. Harley Road/Harley Crescent- Request to review parking
5. Elgin Avenue/Kenmore Avenue- Request for parking controls

Responsible Officer: Brendon Hills - Corporate Director
Community and Environment

Exempt: No

Enclosures: **Appendix A** – Results of video survey
at Green Lane/ Stanmore Hill junction

Appendix B – Results of traffic flows
in the Green Lane area

Appendix C- Proposed consultation
area Marlborough Hill

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

Green Lane – Request for a permanent road closure

- 2.1 A petition was presented to the TARSAP in February 2011 by local residents of Green Lane. The petition contained 106 signatures from local residents in the Green Lane, Stanmore area.

The petition was titled Petition for closure of top end of Green Lane, Stanmore. It was stated in the following terms:-

“Thank you for the opportunity to log this petition of residents views with your Committee.

As you know the Officers of your traffic management and Planning Department have carried out two consultations with the residents of Green Lane recently.

Both of these were rejected. This is the second petition signed by residents of Green Lane.

The first petition was to strongly reject the second consultation; this was in response to information that the first petition was statistically close.

This petition as you may see is widely signed by the majority of residents and houses in Green Lane, where ever those houses are located, literally from the top to the bottom of the road. As you will understand, some houses are not signatories due to the fact that they have had several visits, but we have been unable to find someone in, the houses are empty or recognisably on the rental market, however by far the majority of residents have signed.

Here are our issues in brief; these have been discussed in detail with the officers of the traffic management department

- 1. We do not have a parking problem (Particularly with residents and their vehicles)*
- 2. We do have extreme problems with the road being a “rat run “with more and larger commercial vehicles using Green Lane more frequently.*
- 3. We have a traffic standstill three times a day, with aggressive behaviour, shouting, and horn blowing.*
- 4. We believe we have put forward the best solution for Green Lane and Stanmore Broadway.*

We have had a wide range of discussions with officers of the traffic management department, they are well aware of all the issues, this issue simply comes down to who's rights are more important, the residents? Or non residents who use the road as a short cut.

- 2.2 Officers from the Traffic and Road Safety team met with the two lead petitioners on 3rd March 2011 in Green Lane to discuss the content of the petition and to listen to their concerns and suggestions.
- 2.3 Officers appreciated why some residents would like a road closure because the obvious advantages are the lack of through traffic and a quieter environment. It was mentioned to the petitioners that a permanent road closure can be an effective, self-enforcing, means of stopping all through traffic movements, however, there are a number of disadvantages.
- 2.4 A permanent road closure would displace traffic to the surrounding streets and would be likely to increase queues and delays at signalised junctions on the main road network which would have an undesirable effect on the wider network, especially as the council has received complaints about congestion and traffic delays in the past.
- 2.5 A road closure will be inconvenient for some residents and also the emergency services because they restrict access and therefore increase journey times and delay. This is particularly relevant to the emergency services as it will affect their statutory emergency response times. In some cases a road closure access point for the emergency services is provided but this is generally dependant on there being sufficient road space available. In this instance space is limited and an access point cannot be provided.
- 2.6 Traffic surveys have indicated that a road closure would displace around 620 vehicles in the morning peak hour and around 350 vehicles in the afternoon peak hour. Approximately 3,250 vehicles will be displaced over a 24 hour period during a typical week day. The resulting queues and delays at The Broadway / Stanmore Hill junction and the Alpine junction, which already operate close to or at capacity, would therefore not be appropriate. It is worth noting that in this area there are already frequent complaints about congestion and delays and so any resultant increase in congestion is unlikely to be accepted by the wider community.
- 2.7 During May 2011 there was a planned closure of Green Lane at the Stanmore Hill end to facilitate temporary repairs to a water main. Observations to traffic flows were arranged to assess the impact of the closure traffic patterns and key junctions in the area during the closure. Officers commissioned independent traffic surveys at key locations in the area prior to and during the road closure so the results could be compared.
- 2.8 We explained to residents that the funds available to the council for traffic management schemes are limited and therefore we carefully

assess requests so that roads with the worst accident and traffic problems are prioritised first. An analysis of the traffic accidents statistics is used to determine priorities and a three-year period of study is the standard nationally, by which transport professionals 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.

- 2.9 The most up to date personal injury accident data for Green Lane has been reviewed and indicated that there were no personal injury accidents within the last three years.
- 2.10 The lead petitioners mentioned at the meeting that they felt that an alternative way of dealing with the problem would be to ban the northbound left turn into Green Lane from Stanmore Hill. They felt that this would reduce the amount of traffic entering Green Lane significantly and would help to ease congestion. It was therefore agreed that officers would arrange for an independent survey of traffic flows in the area and a video survey of the junction with Green Lane / Stanmore Hill to investigate the impact of a left turn ban.
- 2.11 Officer's pointed out that a banned movement would require effective enforcement and that from experience this was difficult to enforce without physically preventing this movement.
- 2.12 The results of both the area traffic surveys and the video survey at the junction of Green Lane / Stanmore Hill are shown in **Appendix A and B** respectively for information.
- 2.13 It is important to consider that the expected transfer of traffic to the surrounding streets from either solution will be significant and also that there are no personal injury accidents in Green Lane making this a low priority in terms of safety. On that basis it is not recommended that a permanent closure of Green Lane at the junction of Stanmore Hill or the alternative left turn ban suggestion put forward by the petitioners be progressed at this time.
- 2.14 It may be possible to revisit this issue in the future once the linking of the traffic signals along the Stanmore Broadway corridor is complete as it is possible that traffic patterns and the levels of capacity may change as a consequence.

Uxbridge Road, traffic scheme - objection to the removal of the pelican crossing near the Grimsdyke Road junction.

- 2.15 A 880 signature petition was presented to the TARSAP in February by a local resident of Hatch End.

The petitions states;

"We the undersigned hereby agree that it is essential to keep the pelican crossing and traffic lights."

- 2.16 With strong local support for the retention of the existing Pelican crossing west of Grimsdyke Road, officers agreed with the Portfolio Holder that the existing pelican crossing be retained and the proposed conversion to zebra crossing be omitted from the final scheme.
- 2.17 In addition to this the proposed additional zebra crossing west of Anselm road will not now proceed and will be replaced by a pedestrian refuge to act as an additional informal crossing facility.
- 2.18 To help reduce delay and congestion, officers recommend that the Pelican crossing should have the signal timings amended to provide a minimum of 30 seconds green for traffic in between pedestrian stages, an increase from the existing 20 seconds. This will help to ease congestion along this corridor.
- 2.19 Officers advise that monitoring of the crossings will be undertaken once the scheme is implemented to review operational performance. The impact on pedestrians will be carefully assessed bearing in mind that requests for additional crossings were made elsewhere along the Uxbridge Road (near Wellington Road and near Dove Park).

Marlborough Hill - request to review existing CPZ

- 2.20 A petition was received in January 2011 from residents of Marlborough Hill which was forwarded by Councillor Perry. The petition states:

“We the undersigned Residents of Marlborough Hill urge Harrow Council to take forward a formal review of the parking situation in Marlborough Hill. The parking at the Civic Centre end of Marlborough Hill has deteriorated in recent years.”

The reasons that residents have requested the review is because they feel:

- The afternoon commuter parking has increased
- The afternoon parking from Civic Centre workers and visitors has increased
- The above leaves minimal parking space for residents in our Street

- 2.21 The petition was signed by 12 residents together with 13 people who were visitors, carers or tradesman who were attending the properties at the eastern section of Marlborough Hill.
- 2.22 Marlborough Hill forms part of Zone C Controlled Parking Zone which covers the area south of Headstone Drive and is bounded by the railway line. The current control times are Monday to Friday 10am-11am. The area was the subject of a review in 2005.
- 2.23 This area was not included in the priority programme for 2011/12 presented to the Panel in February 2011, however, the subject was raised by a panel member and it was agreed that officers would try to locate funding for the road to be included. A separate Panel report on

this agenda seeks approval for £10k to be allocated to reviewing parking in Marlborough Hill.

- 2.24 An initial assessment of the problem suggests that the most practical way of addressing the problems would be for Marlborough Hill to be included in the adjacent Zone K which would operate from Monday to Saturday 8.30am to 6.30pm. Initial discussions with the lead petitioner have indicated support for this approach but a request has been made to include the adjacent length of Baron Mead (Marlborough Hill to Sandridge Close/Kings Way). This in itself would not appear to be problematic but there is the risk that residents in the adjoining roads would wish to similarly have their roads reviewed with the potential for a much larger number of streets to be included. Such a review and implementation would be outside the scope that the present resources would allow. Any such request would need to be placed on the priority list and considered by TARSAP at the next review in February 2012.
- 2.25 At the time of writing this report it is intended that statutory consultation will commence in mid June on proposals as indicated above and as set out on the plan shown at Appendix C. A verbal update will be given at the meeting.
- 2.26 It is intended to report the consultation results to the September meeting of the Panel.

Harley Road / Harley Crescent - request to review parking

- 2.27 A petition was received in January 2011 from residents of Harley Road and Harley Crescent which was forwarded by Councillor Perry. The petition states:

"We the undersigned Residents of Harley Road and Harley Crescent urge Harrow Council to take a formal review of the parking situation in our Roads. The parking in Harley Road and Harley Crescent has deteriorated in recent years."

The reasons that residents have requested the review is because they feel:

- The commuter parking has increased
- Since the implementation of a Controlled Parking Zone in nearby roads displaced parking has significantly increased
- The above leaves minimal parking space for residents in our Roads

- 2.28 The petition was signed by 5 residents in the roads.
- 2.29 The above roads lie immediately to the west of the CPZ Zone C which has parking controls operating Monday to Friday 10am to 11am.
- 2.30 Officers are aware from resident contacts and personal observations that there is probably parking displacement taking place as well as influences from the nearby school.

- 2.31 There is no funding allocated to reviewing parking in these roads. It is explained in 2.24 that there is a risk of the scale of the review escalating in the area. In addition there is the potential effect of the re-development of the nearby Kodak site which could change parking patterns in the whole area. The re-development of this site is being carefully reviewed by the Council who will seek to obtain S106 developer contributions to mitigate any potentially significant parking effects in the area.
- 2.32 It is therefore proposed that the area be considered as part of the next annual prioritisation of parking schemes reported to the February 2012 Panel meeting and that the petitioners be informed appropriately.

Elgin Avenue/Kenmore Avenue- request for parking controls.

- 2.33 A petition was reported by Councillor Maru to the Cabinet meeting on 19th May 2011 on behalf of local residents. It was agreed that the petition be referred to the panel for consideration.

- 2.34 The petition states:

“We the undersigned residents of Elgin Avenue, Kenton call upon Harrow Council to take action to resolve the parking in our road particularly at the junction of Elgin Avenue and Kenmore Avenue”

- 2.35 The petition was signed by 83 residents of Elgin Avenue representing 80 properties. The lead petitioner explains in the petition, supported by a number of photographs :

“I have learnt that many of the Avenue’s residents are concerned about the parking around the top end of the road at the junction with Kenmore Avenue. Many have asked me whether yellow lines can be painted to prevent parking on the 90⁰ bend, at the end of Elgin Avenue and along both sides for several metres at the junction with Kenmore Avenue.

Parking on these stretches of both roads prevents drivers from seeing around the corner, which in turn presents a hazard. Often there are larger vehicles such as vans and 4X4’s, which pose a greater problem as visibility around the corner is reduced to nil

I have spoken to some of the drivers who park on the corners and have been told they don’t care and will continue to park there as there is nowhere else to park. The introduction of yellow lines to this stretch of road would force them to park elsewhere and reduce the risk of crashes and visual obstructions”

- 2.36 It is unfortunately the case that drivers are ignoring the well established rules set out in the Highway Code that drivers should amongst other criteria NOT PARK:

- Opposite or within 10 m of a junction
- On a bend
- Anywhere that would obstruct emergency vehicle access

- Anywhere that would obstruct access to a property
- 2.37 Only the police have the powers to deal with obstruction on unrestricted roads and for them it is a low priority. It inevitably becomes the responsibility of the council to install parking restrictions which involves considerable time and cost involved with consultation and drafting and advertising the necessary traffic orders.
- 2.38 One of the problems of treating parking problems at a specific location is the effect of displacing the parked vehicles onto other roads. I note that the lead petitioner states that yellow lines will force them (drivers) to park elsewhere but there is a risk that the new location could have more significant negative effects than that experienced at the present location.
- 2.39 Officers are also aware of parking problems in Kenmore Avenue on the approach to Belmont Circle. These are exacerbated by the presence of vehicles displaying a blue badge who can use the national concession to park on single and double yellow lines for up to 3 hours.
- 2.40 The location will be examined under the Local Safety Parking Schemes Programme (LSPS), previously known as the Problem Streets programme. The evaluation process is set out in a separate report at this meeting of the Panel. Once this process has been carried out the lead petitioner and ward councilors will be contacted.
- 2.41 If the scope of the parking problems is outside the scope of the LSPS because of the impact of displacement and other effects then the issue will be placed on the priority list and considered by TARSAP at the next annual review in February 2012.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. 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 corporate priorities:
- Keeping neighbourhoods clean, green and safe

- United and involved communities: a Council that listens and leads
- Supporting and protecting people who are most in need
- Supporting our Town Centre, our local shopping centres and businesses

Section 6 - Statutory Officer Clearance

Name: Kanta Hirani

on behalf of the
Chief Financial Officer

Date: 25/05/11

Section 7 - Contact Details and Background Papers

Contact:

Barry Philips, Team Leader - Traffic and Road Safety

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Paul Newman, Team Leader - Parking & Sustainable Transport

Tel: 020 8424 1650, Fax: 020 8424 7662, E-mail: paul.newman@harrow.gov.uk

Background Papers:

TfL - London Road Safety Unit