

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

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**Date of Meeting:** 26<sup>th</sup> June 2018

**Subject:**

- 1) Eastcote Road - Request for pedestrian crossing
- 2) Chandos Crescent / Methuen Road - objection to CPZ
- 3) The Heights - Request for traffic calming
- 4) Westfield Drive / Westfield Gardens – request for parking controls
- 5) Kenton Park Avenue – Request for double yellow lines
- 6) Northolt Road – Request for CPZ
- 7) Handel Way - Request for double yellow lines
- 8) Kelvin Crescent / Charlwood Close - Request for waiting restrictions

**Responsible Officer :** Paul Walker – Corporate Director, Community

**Exempt:** No

**Wards affected:** Pinner South, Edgware, Marlborough, Kenton East, Roxeth

**Enclosures:** None

## **Section 1 – Summary**

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council's investigations and findings where these have been undertaken. The status of some of the petitions may have changed since the report was drafted because of the timescale in obtaining necessary report approvals.

### **FOR INFORMATION**

## **Section 2 – Report**

### **Petition 1 – Eastcote Road - request for pedestrian crossing.**

- 2.1 A petition containing 67 signatures was received by the Council on 1st February 2018. The petition states:

*“We would like to draw your attention to a very dangerous crossing point for pedestrians at the bottom of Eastcote Road, Pinner. There is a busy roundabout at the junction where Eastcote Road meets Marsh Road in Pinner. Owing to the lack of a safe crossing here, both adults and children are regularly putting themselves in danger by having to cross this busy roundabout junction, especially during peak hours when children and adults are going to school ( West Lodge School, Reddiford School, Nower Hill School) and work using Pinner Bus stops and underground stations.*

*We the residents of Harrow and Pinner urgently require a safe point to cross Eastcote Road (towards the Pinner end of Eastcote Road, where it meets March Road). As a result we are requesting Harrow Council to implement either a zebra crossing or a pelican crossing. We urge Harrow Council to take this request seriously as this could potentially save lives and prevent a serious accident from happening.”*

- 2.2 New zebra or controlled pedestrian crossings are implemented using funds provided by Transport for London via the Council's Local Implementation Plan (LIP) programme which sets out the Council's main priorities to support the Mayor for London's Transport Strategy.
- 2.3 The Panel has agreed assessment criteria for assessing requests for controlled crossings, such as zebra crossings, to ensure resources are used to best effect. Each site is surveyed and the results assessed against the criteria to identify the most suitable locations that are a priority.
- 2.4 Factors which are considered within the criteria include the number of people crossing at that location, traffic volumes, speeds and the level of personal injury accidents.

- 2.5 Surveys were undertaken in line with this criterion and unfortunately the site did not meet the threshold score for intervention.
- 2.6 In light of the concerns raised however the Council's transport consultants have been commissioned to consider if there are other measures which could benefit pedestrians in the area such as pedestrian refuges or dropped kerbs with tactile paving. This work is ongoing at present.

**Petition 2 – Chandos Crescent / Methuen Road – objection to proposed Controlled Parking Zone (CPZ).**

- 2.7 A letter and petition containing 9 signatures was received by the Council on 3<sup>rd</sup> February. The letter states:

*"We are writing you with regards to the above reference DP2017-27 for proposed controlled parking zone – Chandos Crescent / Methuen Road (O)*

*We are currently residing in Weston home new build development on Zodiac Close which is just behind Methuen Road and alongside the canal footpath. In our development, there are quite a few members who don't have resident's parking space, are using Chandos Crescent and Methuen Road to park the cars regularly. They are the closest road for us to park our car.*

*We understand that the residence in Chandos Crescent / Methuen Road may have some issues with traffic and parking spaces but they are surely because of other people who work nearby offices / shops and regularly park their car on these streets during business time.*

*Moreover the residence of Chandos Crescent / Methuen Road really don't need parking space as most of the residences have their private drive way."*

*The proposed parking restriction days and time which you are proposing as Mon – Sat 8:30am – 8:30pm will severely affect us to park our cars after working hours. It will create huge problem for us to park our cars as there won't be any streets available nearby to park on a regular basis. Our request would be that the parking restriction should be Mon – Friday 09:00am -12:00pm which will resolve our problem in parking our cars outside of business hours. This will significantly reduce traffic issue and restrict non Harrow Council people to parking their cars.*

*If you are finding any problem to change the proposed parking restrictions, we would like you to consider us to apply for parking permit. As most of the residents in Chandos Crescent / Methuen Road have their own drive way so we believe they shouldn't have any issue in parking their cars.*

- 2.8 Zodiac Court is located in an area of good public transport accessibility and is subject to permit restrictions as a consequence of the development

control process in an effort to minimise the impact of on-street parking in the surrounding roads and also to try to encourage a reduction in car ownership in accordance with the requirements of the London Plan and Local Development Framework. The areas around this development have good public transport accessibility and other local amenities, meaning that it has been determined that the majority of residents would not necessarily need to own a private car.

- 2.9 As a point of information the Council, as the highway authority, is not required and has no obligation to provide any on-street parking for any resident or motorist on the public highway. The Council will allow parking on any unrestricted areas of the public highway where it is safe to do so and this is a consistent approach in common with other boroughs. It is then a matter for the driver to decide where to park legally and safely.
- 2.10 Like most of the CPZ`s in Harrow such schemes are installed primarily to deal with long stay parking by commuters or non-residents during the working week to free up parking space for local residents. This is done in a manner that is as convenient as possible for the local residents that allows unrestricted parking in the evening and weekends but limits the parking of non-permit holders at certain times during the day when controls are operating.
- 2.11 All comments, representations, objections and petitions relating to this scheme were discussed with local councillors and the Portfolio Holder for Environment before a final decision was made by the PH to proceed with the scheme.

### **Petition 3 – The Heights – Request for traffic calming**

- 2.12 A letter / petition containing 91 signatures were received by the Council on 27th February. The letter states:
- “We the undersigned are seriously concerned about the speed of traffic along the Heights, which is making it extremely dangerous for residents when crossings the road, or when trying to enter or leave our driveways. We therefore request that the council introduce traffic calming measures along the Heights.”*
- 2.13 The problems highlighted are unfortunately common at numerous locations throughout the borough. As a consequence the Council receives a considerable number of requests for safety measures to address these local concerns. The funds available to the Council for traffic / parking schemes are, however, limited and therefore the Panel has agreed a set assessment criteria for considering these requests and prioritising the most urgent safety issues.
- 2.14 The assessment criteria considers factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g. schools, parks) and whether the street is on the cycle network.

- 2.15 This request has been assessed in line with this criterion and traffic speeds were recorded over a 24 hour one week period in March. The results indicated that the 85% tile speed was 29.5 mph in both directions. Traffic speed information is reported as an 85<sup>th</sup> percentile speed and is a nationally recognised measurement used by traffic and transport professionals in the UK. This is the highest speed recorded in a survey after discounting the top 15% of speeds in a sample and is judged to be the most representative speed measurement to use when reviewing the prevailing traffic conditions.
- 2.16 The most up to date personal injury accident data has been examined which revealed that there were no speed related personal injury accidents there within the last three years. A three-year period of study is the standard nationally, by which traffic engineers 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.
- 2.17 The assessment therefore concluded that the site does not meet the criteria for intervention however injury accidents are regularly monitored an should circumstances change this request may be revisited in the future.
- 2.18 The Council is working with local Police regarding an initiative known as “Community Road watch”. Community Road Watch which gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities.
- 2.19 Warning letters are issued where appropriate, and the information gathered can help to inform the future activity of local Police teams. Our Senior Road Safety Officer will liaise with the Police to include The Heights on the list of sites for their consideration.

**Petition 4 – Westfield Drive / Westfield Gardens – request for parking controls**

- 2.20 A petition containing 120 signatures was received by the Council on 27th February. The letter states:

*“The junction of Westfield Drive and Kenton Road is very busy coupled with inconsiderate parking. This makes movement of vehicles at the junction very difficult. In worst case scenario, emergency vehicles from Kenton Road would be unable to gain access. This is a very worrying thought and we fear it may become a reality resulting in unwanted serious incident.*

*The junction of Westfield Garden and Westfield Drive is unmarked. This results in drivers trying to pass the junction without due care and attention. This results in abusive and aggressive behaviour of drivers disturbing the peace and quiet of the area.*

*The Westfield Drive and Westfield Gardens are seen as some drivers as rat run to and from Kenton Road to avoid the width restriction on Charlton Road. The narrow road and parked vehicles on the road results in unwanted traffic chaos on the streets.*

*The above problems are a great source of concern and worry for us residents of these residential streets.*

*We the undersigned residents beseech the Harrow Council to evaluate the situation and introduce appropriate control measures/ controls.”*

- 2.21 This request will be assessed as a part of the local safety parking schemes programme (LSPP) using assessment criteria agreed by the Panel. The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request.
- 2.22 If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed through design, consultation and implementation phases.

#### **Petition 5 – Kenton Park Avenue – Request for double yellow lines**

- 2.23 A petition containing 68 signatures was received by the Council in February. The letter states:

*“The corner on both sides of House numbers 43 – 51 Kenton Park Avenue, Harrow has had several incidents of vehicles nearly colliding due to blind spots caused by obstructed view due to vehicles parked around both bends. Residents living around the corners encounter great difficulty when driving out into the road from their houses due to obstruction by vehicles parked on the corners.*

*Double yellow lines should be marked around the bends from number 43 - 51 and on the opposite side from house number 30 – 32 and beyond to be extended further. The council should ensure proper safety of residents and all road users around the bends by imposing double yellow lines as stated above.”*

- 2.24 This location was initially highlighted by a local councillor several years ago highlighting the need for double yellow lines on the inside section of the bend in Kenton Park Road. This was confirmed following a site visit where parking on the inner bend was observed to impede visibility for drivers coming from both approaches.
- 2.25 Parking by a van was also observed on the outer side of the bend however this was deemed not to have a considerable impact on visibility or cause any obstruction on the highway. Subsequently double yellow lines (DYL) were implemented only on the inside of the bend and this appears to have improved visibility and assess at this location.

- 2.26 Since then a subsequent request for additional double yellow lines on the outside of the bend was received via the petition above and assessed using the agreed procedure for assessing small localised requests for parking measures agreed previously by this panel and unfortunately the site did not reach the required threshold score for intervention.
- 2.27 A response has been sent to the lead petitioner explaining the outcome of the assessment and advising that the Council will monitor the situation to see if the issue persists and if necessary we will carry out a further assessment.

### **Petition 6 – Northolt Road – Request for Controlled Parking Zone**

- 2.28 A petition containing 15 signatures was received by the Council in April. The letter states:

*“We the undersigned petition the council to implement a RESIDENTS ONLY PARKING SCHEME to a distinct area of unrestricted on street parking on Northolt Road HA2 8JD.”*

*As residents and homeowners, we are continually inconvenienced by the very limited on road parking available on this distinct portion of Northolt Road due to non-residents using the unrestricted parking in front of our homes and the newly implemented parking restrictions on Torrington Drive. A number of non-residents take up a large portion of the parking available on Northolt Road, resulting in residents of the street unable to park their cars within the on-street parking facilities available.”*

- 2.29 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at the meeting scheduled for February 2019. As members are aware all of the requests for parking schemes received during the year or already on the list for consideration will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the year ahead.

### **Petition 7 – Handel Way, Edgware – Request for double yellow lines**

- 2.30 A petition containing 30 signatures was received by the Council in May. The petition states:

*“We the residents of Handel Way are requesting that double yellow lines be installed at the corner of Whitchurch Lane and Handel Way. It is difficult to get in and out of the road when cars and vans are parked on both sides and block the view of oncoming traffic. This is dangerous as you often have to wait on the main road for a long time before turning in and dangerous in terms of not being able to view the main road when leaving Handel Way.”*

- 2.31 This request will be assessed as a part of the local safety parking schemes programme (LSPP) using assessment criteria previously agreed by the

Panel. The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request.

- 2.32 If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed through design, consultation and implementation phases.

### **Petition 8 - Kelvin Crescent / Charlwood Close - Request for waiting restrictions**

- 2.33 A letter / petition containing 12 signatures were received by the Council on 27th February. The letter states:

*“The ask from residents is to have clear road markings which will enable cars to be parked appropriately per the traffic regulations. Absence of markings makes it difficult for residents to access the garage areas of Charlwood Charlwood Close Mgmt which is private land.”*

- 2.34 This request will be assessed as a part of the local safety parking schemes programme (LSPP) using assessment criteria previously agreed by the Panel. The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request.
- 2.35 If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed through design, consultation and implementation phases.

## **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 on the progress made with previous petitions 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 that require further investigation would be taken forward using existing resources and funding.

## Section 5 - Equalities implications

- 5.1 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

## Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

## Section 7 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 11/06/2018		

<b>Ward Councillors notified:</b>	<b>YES</b>
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## Section 8 - Contact Details and Background Papers

### Contact:

Barry Philips

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: [barry.philips@harrow.gov.uk](mailto:barry.philips@harrow.gov.uk)

### Background Papers:

Previous TARSAP reports

Decision Notices

Public and statutory consultation documents highlighted in the report

Petitions