



## Highways Committee 20<sup>th</sup> January 2008

### Report from the Director of Transportation

For Action

Wards Affected:  
Willesden Green

### Report Title: Petition for Pedestrian Crossing on Pound Lane

Forward Plan Ref: E&C-08/09-026

#### 1.0 Summary

- 1.1 This report informs members of a petition that was received from residents via Councillor Lesley Jones requesting a pedestrian crossing on Pound Lane. The report outlines the officer's investigations into the need for a crossing at this location and provides details of a local safety scheme that is proposed for the area during the 2009/10 financial year. The report recommends that measures to improve pedestrian safety and accessibility at this location, and along the whole of Pound Lane, are considered as part of the local safety scheme.

#### 2.0 Recommendations

- 2.1 That Committee notes the contents of the petitions and the issues raised.
- 2.2 That Committee agrees with officers recommendations that the need to improve pedestrian safety and accessibility along Pound Lane be addressed as part of the 2009/10 local safety scheme, subject to the subsequent approval of this Committee to the 2009/10 Transportation Unit Capital Programme..

#### 3.0 Detail

- 3.1 The petition received by the Council via Cllr Lesley Jones from residents of the Pound Lane area, requests the introduction of pedestrian facilities on

Pound Lane between Clare Road and Bertie Road. The petition has been verified to be in accordance with Standing Orders.

- 3.2 The petition received is typical of a large number of requests made to the Transportation Unit for traffic management measures. Currently the procedure for assessing these requests is to undertake an initial investigation to determine the extent of any problem by looking at pedestrian activity, volumes, types and speeds of vehicles travelling through the area and the level of any personal injury accidents that have occurred. Priority for remedial measures is given to those areas with the greatest problems. Where possible, funding is sought from Transport for London (TfL) for this sort of project through the Borough's annual Local Implementation Plan (LIP) submission. The likelihood of funding is subject to the nature and extent of the problem, with accident reduction schemes normally receiving the highest priority. Not all schemes included in the LIP are funded, therefore where possible; when a priority issue is identified revenue or s106 funding is allocated for remedial measures.
- 3.3 The petition reads
- "We the undersigned declare our support for a safe crossing on Pound Lane."*
- 3.4 Pound Lane links Willesden High Road with Harlesden via Park Parade, Harlesden Road and Robson Avenue. It is therefore a desirable, well used route. The section of Pound Lane in question which lies between Clare Road and Bertie Road is approximately 9.5m wide with sections of CPZ bays on both sides of the road and is approximately 150m long. Pound Lane forms part of a bus route and a bus stop is located within the area. There are 3 existing pedestrian islands on Pound Lane along this section of road. One south of junction with Clare Road, another south of the junction with Bertie Road; the final island is located approximately in the middle of the other two island..
- 3.5 An accident investigation of Pound Lane showed that sixteen personal injury accidents (pia) have occurred in the past three years, five occurred between the High Road and Bertie Road, five occurred between Clare Road and Harlesden Road and five occurred at the junction of Harlesden Road with Pound Lane. Only one accident occurred in the area in question. None of these 16 pia involved pedestrians. Since observations indicated that the majority of pedestrian movements occurred at the existing pedestrian facilities.
- 3.6 Although the accident investigation has not identified a specific pedestrian related issue along the road there is certainly no question that the high level of pia indicates that there are safety problems along the road, particularly associated with the high speed and volume of traffic, creating an environment which does not encourage pedestrian activity.
- 3.7 Because of this high level of pia, Pound Lane has already been identified as a priority for the introduction of a Local Safety Scheme (LSS). A submission was

made to Transport for London (TfL) in the last round of bidding in 2008 for a scheme. This bid was successful, and subject to the approval of the Transportation Units 2009/10 Capital programme at a subsequent meeting of this committee a LSS will be developed and implemented during the 2009/10 financial year.

- 3.8 Although it is not possible to be specific about the outcomes of this LSS at this stage, it will certainly produce measures that will improve safety. This may well be through the introduction of new, or the improvement of existing pedestrian facilities. It would therefore seem appropriate to consider the need for better and safer pedestrian facilities not only at this location, but along the whole of Pound Lane, as part of this scheme.

#### **4.0 Financial Implications**

- 4.1 Officer time costs associated with the investigations can be met from the revenue allocations for the current financial year for general schemes.
- 4.2 Subject to the subsequent approval of the Transportation Units 2009/10 Capital Programme by this Committee, costs associated with the development and implementation of the Pound Lane LSS will be fully covered by TfL as part of the annual Local Implementation Plan process.

#### **5.0 Legal Implications**

- 5.1 None at this time

#### **6.0 Diversity Implications**

- 6.1 All public consultation material distributed as part of the Pound Lane LSS will include a section written in the most common languages used in the borough with an explanation of how more information can be obtained.
- 6.2 The introduction of the LSS will provide a safer environment for all road users particularly the more vulnerable users like the disabled, elderly and children

#### **7.0 Staffing/Accommodation Implications**

- 7.1 The Council's Transportation Service Unit will deal with all issues relating to these schemes detailed in this report.

#### **8.0 Environmental Implications**

- 8.1 The implementation of a LSS on Pound Lane will help improve road safety and support sustainable forms of transport.

### **Background Papers**

Local Implementation Plan Funding Application 2009/10

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