



Highways Committee
30th May 2007

**Report from the Director of
Transportation**

For Action

Wards Affected:
Willesden Green, Brondesbury Park

Report Title: Petitions for Pedestrian Facilities in Willesden Green

Forward Plan Ref: E&C-07/08-057

1.0 Summary

- 1.1 This report informs members of two petitions that were received from residents via Councillor Sneddon requesting pedestrian crossings in the Willesden Green Area. One on Harlesden Road by St Mary Magdalene Church and the other on Pound Lane between Clare Road and Hawthorn Road. The reports outlines the officer's investigations into need for a crossings at these locations and recommends that a Zebra crossing be installed on Harlesden Road from s106 funding and that no additional pedestrian facilities are introduced on Pound Lane.

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 a Zebra crossing be installed on Harlesden Road by Peter Avenue.
- 2.3 That Committee agrees with officers recommendations that no further action be taken in regards to the Pound Lane issue
- 2.4 That Committee agrees officers proceed with the design, consultation and implementation of the Harlesden Road Zebra crossing detailed in the report subject to satisfactory consultation.

- 2.5 That Committee authorises the Director of Transportation to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement the order for the scheme proposed if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

3.0 Detail

- 3.1 Two petitions have been received by the Council via Cllr Sneddon from residents of the Willesden Green area, requesting the introduction of pedestrian facilities on Pound Lane opposite Global Cooperation House and Harlesden Road outside St Mary Magdalan's Church. The petitions are in accordance with Standing Orders.
- 3.2 The petitions received are 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 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.

Harlesden Road Outside St Mary Magdalan's Church

- 3.3 The petition reads

"We, the undersigned call on the council to introduce a pedestrian crossing on Harlesden Road, Willesden Green. This is to improve pedestrian safety for people travelling to the Church, to the Library and for other people attempting to cross this road with fast-moving traffic."

- 3.4 Harlesden Road, near St Mary Magdalan's Church links Pound Lane and Chambers Lane. It is approximately 9m wide and has controlled parking bays on both sides. The Church adjoins the staggered cross roads with St Andrews Road, which links to the High Road, and Peter Avenue. Harlesden Road and Peter Avenue currently form part of a bus route with bus turning left in and right out of Peter Avenue. Peter Avenue has a pedestrian island at the junction of Harlesden Road, there are however no existing pedestrian facilities along this section of Harlesden Road.

- 3.4 An accident investigation of this section of Harlesden Road between Kings Road and St Andrews Road shown only one personal injury accident in the past three years which was at the junction of Peter Avenue and involved a loss of control incident between two vehicles. A traffic survey was undertaken on the 21st March 2007, this identified a bi-directional peak hour traffic flow of 552 vehicles with 95 pedestrians crossing the road within a 100m section of road centred on the church. Almost all of the pedestrians crossed with the area of the staggered cross roads of St Andrews Road and Peter Avenue, which highlights the use of this route to and from the High Road. Significant vehicular activity was also identified crossing Harlesden Road between St Andrews Road and Peter Avenue.
- 3.5 The absence of any pedestrian related accidents and level of pedestrian activity would not normally justify the introduction of a formal pedestrian crossing like a Zebra; instead consideration would be given to the introduction of an informal facility like a traffic island located on the desire line which lies between Peter Avenue and St Andrews Road. This, although not directly outside the Church would provide adequate facilities to access the Church because of the existing traffic island on Peter Avenue. However because of the need to accommodate bus turning movements into Peter Avenue at this location it is physically impossible to located an island on the desire line, or close enough to it so it would be used; and therefore this is not a viable solution. Because of this constraint, the use of this location as a linkage to the High Road and the absence of other pedestrian facilities within the area it is recommended that a Zebra crossing should be introduced.
- 3.6 The introduction of a Zebra crossing at this location, which is detailed in appendix 1, will require the removal of 3 shared use CPZ parking spaces. Observations of the road would indicate that the bays are not fully utilised, and their loss therefore should have minimal impact on the roads parking arranged. The scheme has been estimated at £15,000. Sufficient funding for this scheme has been secured by Brent Council through Planning Agreements linked to local developments in these areas. The funds are agreed under Section 106 of the Town and Country Planning Act 1990 to implement works beyond the development sites and to mitigate the potential impact of the developments on the surrounding Public Highway or to improve accessibility.
- 3.7 The scheme outlined in this report will be designed, consulted and implemented subject to the approval of this committee.

Pound Lane opposite Global Cooperation House

- 3.8 The petition reads

“We believe that a pelican crossing should be installed at Pound Lane Willesden NW10. There are three reasons for this;

1. *Children, blind people need to cross the road in safety.*
2. *Pound Lane has become very busy with an increase in traffic over the last two years*

3. *In the last four years five people have been injured by the fast traffic on the road."*

- 3.9 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 Harlesden Road is approximately 9.5m wide with CPZ bays on both sides and forms part of a bus route. There are 2 existing pedestrian islands on Pound Lane along this section of road. One south of junction with Clare Road the other north of the junction with Harlesden Road, both of which are approximately 80m away from the suggested crossing location. In addition to the pedestrian island north of the Harlesden Road junction there is a Zebra crossing on the southern arm of the junction. This Zebra crossing was introduced just over a year ago as part of a safety scheme at the junction.
- 3.10 An accident investigation of this section of Pound Lane showed that five personal injury accidents have occurred in the past three years, four of these were at the junction of Harlesden Road where the safety scheme was recently introduced. The other was south of the junction of Clare Road and involved a only a single motor vehicle, but no other details of this accident are available. A traffic survey was undertaken on the 20th March 2007, this identified a bi-directional peak hour traffic flow of 1373 vehicles with 38 pedestrians crossing the road within a 100m section of road centred on the suggested crossing location. Almost all of the pedestrians crossed using the existing pedestrian facilities.
- 3.11 Because of the absence of any pedestrian related accidents, the low level of pedestrian activity, and the close proximity of existing pedestrian facilities that serve the location it does not justify the introduction of a formal pedestrian crossing like a Pelican. The introduction of a traffic island at this location would only serve a handful of residents who do not already have to pass an existing facility. In addition to accommodate this on a bus route would require the removal of approximately 10 CPZ bays. It is therefore recommended that no additional pedestrian measures are currently introduced along this section of road.

4.0 Financial Implications

Harlesden Road Zebra Crossing (02_3326 & 04_1750)

- 4.1 Funds for the Harlesden Road Zebra crossing have been made available from Planning agreement from the development of Willesden Green Library Annex on Grange Road and the Telephone Exchange on St Andrews Road. These developments were considered and approved by Planning Committee on 1st May 2003 and 21st July 2004 respectively subject to the s106 agreement which secured a total of £22,000 this allocation is considered sufficient to deliver the proposals detailed in the report
- 4.2 Although site observations seemed to indicate that there were spaces available in the road, potentially the scheme could result in a negative net income into the parking account.

5.0 Legal Implications

- 5.1 Some elements of the scheme highlighted in the report will require traffic and/or parking restrictions. These proposals would require the making of traffic regulation orders under the Road Traffic Regulations Act 1984, or a variation to existing orders. The procedures to be adopted for making the actual orders or varying existing orders are set out in the Local Authority Traffic Order (Procedures) (England & Wales) Regulation 1996
- 5.2 In addition public notices for the proposed Zebra Crossing will be required and will need to be advertised prior to implementation. Pedestrian crossing notices are made under section 23 of the Road Traffic Regulation Act 1984 and will require the Council to undertake prescribed consultation and consider objections and place statutory notices.
- 5.3 Committee is requested to authorise the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the statutory consultation process.

6.0 Diversity Implications

- 6.1 All public consultation material distributed 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 Any venue used for a public presentation or exhibition will be fully accessible to disabled visitors.

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 Zebra crossing detailed in this report will help, improve road safety and support sustainable forms of transport.

Background Papers

Planning consents and section 106 agreements
Road Traffic Regulations Act 1984

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