	<p style="text-align: center;">Highways Committee 21st July 2009</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: Tokyngton, Wembley Central
<p>Report Title: Harrow Road Local Safety Scheme</p>	

Forward Plan Ref: E&C 09/10 - 11

1.0 Summary

- 1.1 This report informs members of a recent consultation on a Local Safety Scheme (LSS) on Harrow Road between the Triangle and Jesmond Avenue, and a subsequent petition received regarding the scheme. The report outlines officer's investigation into the personal injury accident problems in the area, reasons for the scheme and recommends implementing the scheme with some modifications.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised during the consultation.
- 2.2 That Committee agrees with officers recommendations to implement the modified Local Safety Scheme, and that the petitioner be informed of the outcomes of the petition
- 2.3 That Committee authorises the Head of Transportation to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections back to this committee where he thinks appropriate or to implement the order if there are no objections, or he considers the objections or representations are groundless or insignificant.

3.0 Detail

- 3.1 Because of the high level of personal injury accidents (pia) along Harrow Road between the Triangle and the North Circular Road, 62 in the 3 years to March 2007 a study was undertaken within the 2007/08 financial year to determine measures that could be implemented to address them. Because of the scale of the

works required the report recommended implementing the scheme over 3 years with the section between The Triangle and Jesmond Avenue being prioritised for year one because it contained the highest level of pia 22 in the previous 3 years.

- 3.2 Currently there is a no right turn ban out of Oakington Manor Drive, meaning that all right turning traffic should use Neeld Crescent. Neeld Crescent is however congested and significant amounts of traffic choose to avoid it by legitimately turning left out Oakington Manor Drive then immediately u turning at the junction of Chatsworth Avenue which holds up traffic on Harrow Road and is major contributor to the 9 pia that have occurred at the Chatsworth Avenue junction.
- 3.3 5 pia occurred at the junction of Neeld Crescent, which highlights the difficulty and delays that vehicles have exiting the road. 2 pia occurred at the junction of Jesmond Avenue and 3 pia at each of Clifton Avenue and Oakington Manor Drive.
- 3.4 To address these accidents it was proposed to prevent vehicles exiting Oakington Manor Drive onto Harrow Road by the introduction of a point no entry. Introducing a new set of traffic signals at the junction of Neeld Crescent with Harrow Road to improve safety and reduce congestion on Neeld Crescent. A one-way system was also proposed on the Jesmond Avenue/Clifton Avenue loop to reduce the number of conflict points for vehicles turning onto and off of Harrow Road.
- 3.5 Public consultation was undertaken in May/June 2009. The response rate to the consultation was 17% (102 responses) with 45% supporting the proposals, 50% opposing them and 5% expressing no opinion. A copy of consultation document is attached as appendix A.
- 3.6 A petition including 163 signatures was received from residents in the area was received on the 18 June 2009 and is in accordance with standing orders
- 3.7 The petition reads

“The adoption of this plan in its present form could seriously cause environmental problems to the residents of Neeld Crescent and surrounding areas.

There already exists a traffic problem in Neeld Crescent during certain times of the day. The road is narrow with parking permitted on the north side. The south side has a single yellow line that allows single file traffic only along the road. Shutting the exit from Oakington Manor Drive onto the Harrow Road by the Greyhound Public House, and making Neeld Crescent the most northerly exit from the estate will probably cause extra problems for the residents”

- 3.8 The main issues of concern expressed during the consultation were;
- *“Disagree with the need for the closing the exit from Oakington Manor Drive.”* (11 responses) This is the fundamental element of the scheme, vehicles are bypassing the banned right turn at the junction by u turning at junction with Chatsworth Avenue or 3 point turning at the end of Chatsworth Avenue, contributing to pia’s and creating delays on Harrow Road. Any attempt to prevent this activity by other means is likely to be either ignored, cause displacement of the problem or create greater abuse of the existing banned right turn out of Oakington Manor Drive.

- *“Disagree with the introduction of the one way system on Jesmond Avenue/Clifton Avenue.”* (10 responses) The purpose of the one-way system was to control the number of turning places on Harrow Road to reduce pia. As part of the proposed traffic lights at the junction with Neeld Crescent new traffic islands are proposed on Harrow Road, these create safer right turning facilities at the junctions of Jesmond Avenue/Clifton Avenue and therefore the introduction of the one-way system only offers a small amount of additional benefit to the scheme. It would therefore not have a major impact on the overall scheme to remove this element.
- *“The proposal will cause more delay and congestion on Neeld Crescent.”* (7 responses) Neeld Crescent is already congested at peak times because of the difficulty for traffic exiting onto Harrow Road. The proposals for Oakington Manor will create increased traffic levels on Neeld Crescent. The proposed traffic lights have been design to reduce the queuing/congestion on Neeld Crescent, even allowing for the increased traffic levels, making it easier and safer to exit onto Harrow Road.

3.9 Officers believe that the scheme, modified with removal of the one way operation on Jesmond Avenue/Clifton Avenue, offers the most effective way of addressing the high level of pia on this section of Harrow Road whilst causing minimal Impact on residents in the area and addressing the existing issue of congestion on Neeld Crescent.

4.0 Financial Implications

4.1 Officer time costs associated with the investigation and costs associated with the development and implementation of the Harrow Road LSS will be fully meet via an allocation from TfL as part of the annual Local Implementation Plan process

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 Committee is requested to authorise the Head of Transportation to consider and reject objections or representations if he thinks appropriate prior to implementing the scheme following the statutory consultation process.

6.0 Diversity Implications

6.1 All public consultation material distributed as part of the scheme included 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 Harrow Road will improve road safety and support sustainable forms of transport.

Background Papers

File TP812 Harrow Road Local Safety Scheme

Contact Officers

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Richard Saunders
Director of Environment and Culture

Appendix A – Consultation Document

Your views are important to the Council!

Our ref: TP812 - PS April 2009

Please complete the enclosed questionnaire and return it in the FREEPOST envelope provided to London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.

Your response is protected as required by the Data Protection Act and you will not be identified.

Whilst it will not be possible to reply to you individually, all comments will be taken into account. The council will consider all comments received and if appropriate, modifications may be made to the proposals. Please only write to us about the consultation issue, if you want to comment on any other matter, please send a separate letter.

The following are being consulted: all properties within the consultation area shown on the plan below, Local and Statutory Groups, Emergency Services and Ward Councillors.



Consultation results are available to view on the council's website. Please go to www.brent.gov.uk/consultation to view the relevant consultation. Generally results are available within one month of the closing date.

If you would like further information then please contact:

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If you require this document in larger print please
telephone: 020 8937 5132 or 5185



Public Consultation Harrow Road: Wembley Hill Road to Jesmond Avenue Local Safety Scheme

The stretch of Harrow Road from Wembley Hill Road to the North Circular Road (A406) has one of the worst road accident records of all of the roads in the borough. A study into the personal injury road accidents was undertaken by officers from Brent Council's Traffic Team in February and March 2008 and it revealed that 62 personal injury road accidents occurred in the period between 1/4/2004 and 31/3/2007, which were the latest accident statistics available when the study was undertaken.

Following completion of the study, a Local Safety Scheme for the entire length of this section of Harrow Road was designed, the principal aim being to reduce the number of personal injury road accidents along this stretch of Harrow Road.

Due to the length of the road, 3 separate schemes have been developed – the first being on the section of Harrow Road from Wembley Hill Road to Jesmond Avenue, the second being from Jesmond Avenue to Flamsted Avenue and the third being from Flamsted Avenue to the North Circular Road (A406).

It is proposed to consult residents and, subject to the outcome of the consultations, implement one scheme per year over the next three years. This document outlines Brent Council's proposals for the first scheme which is between Wembley Hill Road and Jesmond Avenue.

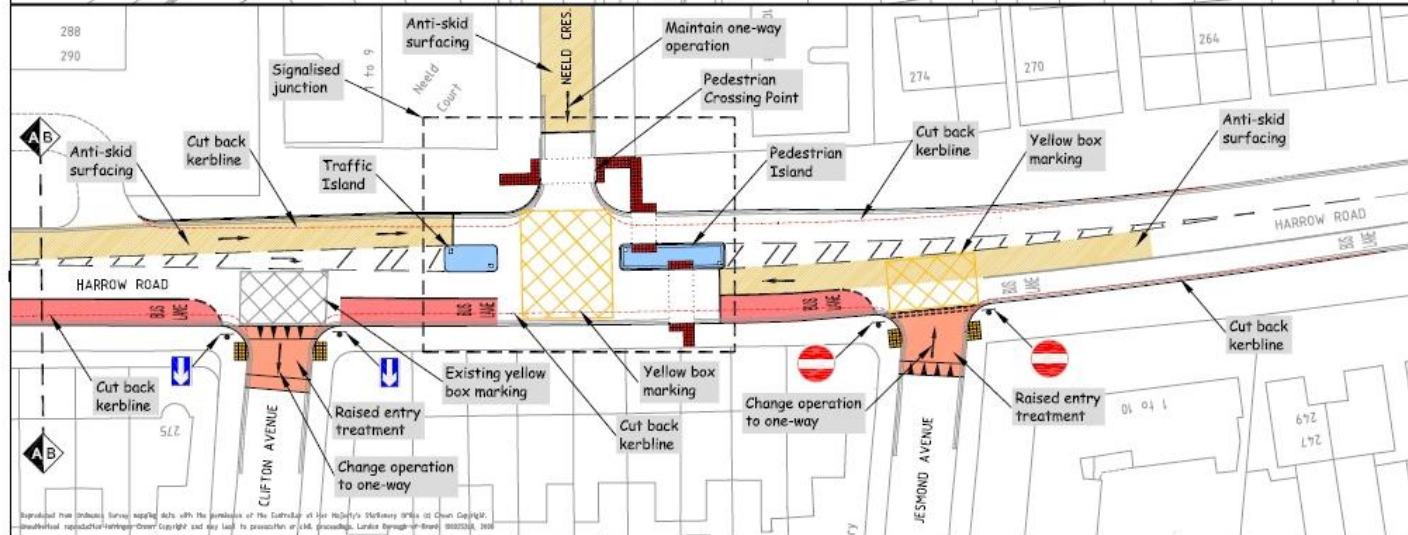
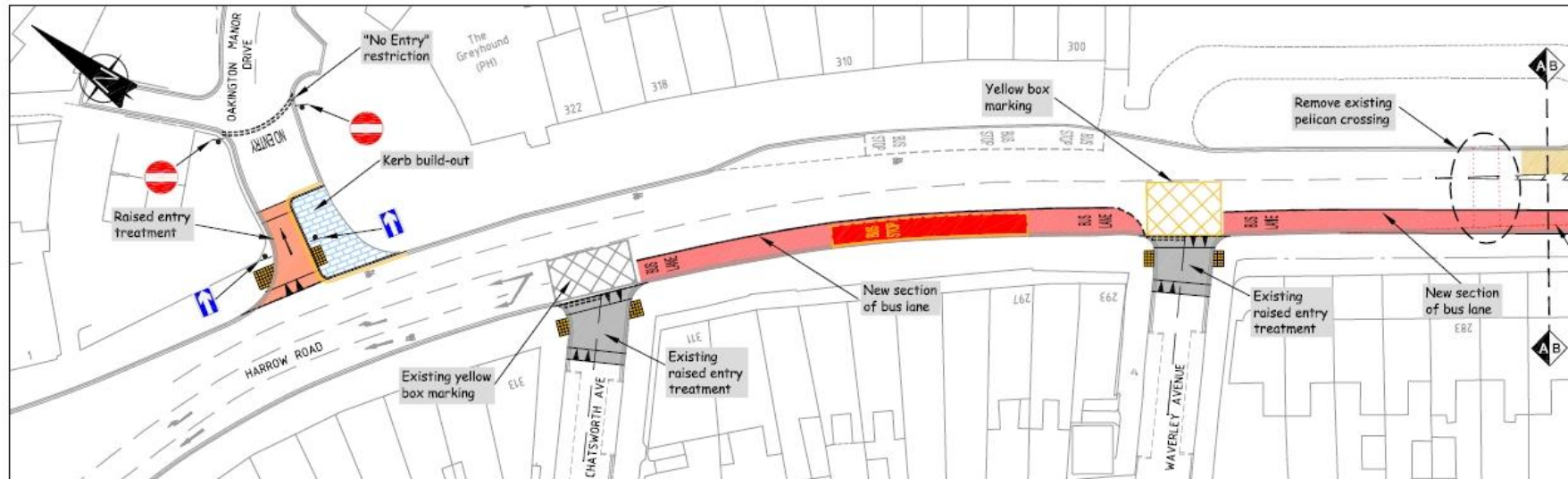
Please read through the information in this document and then complete and return the enclosed questionnaire - postage is free. The closing date for the return of the questionnaires is: **8th June 2009**.

The proposed improvements are to:

- Install traffic lights with pedestrian facilities at the junction of Harrow Road and Neeld Crescent and remove the existing pelican crossing just to the north-west of Clifton Avenue. These measures will reduce the likelihood of turning accidents out of Neeld Crescent and provide enhanced crossing facilities for pedestrians. Anti-skid surfacing will be installed on all approaches to the crossing.
- Make Clifton Avenue one-way south-westwards and make Jesmond Avenue one-way north-eastwards to reduce the likelihood of turning accidents into and out of these roads.
- Ban vehicles from exiting Oakington Manor Drive onto Harrow Road. Vehicles would still be able to turn into Oakington Manor Road from Harrow Road. A large kerb build-out is proposed to enforce this ban and provide more footway space for pedestrians.
- Extend the existing northbound bus lane on Harrow Road up to Chatsworth Avenue to prevent visibility problems between vehicles in the nearside lane and vehicles turning into Chatsworth Road. The operation of the bus lane will be the same as the existing one which is Monday to Sunday 7am to 7pm. The existing waiting restrictions will remain in place.
- Install raised entry treatments on Chatsworth Road, Waverley Avenue, Clifton Avenue, Jesmond Avenue and Oakington Manor Road.

Please see the drawing overleaf for full details of the scheme and a glossary of terms.

Yours sincerely,
Phil Rankmore, Acting Director of Transportation



Raised Entry Treatments:
 Raised entry treatments are sections of road that are level with the pavement. They are designed to indicate to motorists that they are leaving a main road and are entering a residential area. They create a level place for pedestrians to cross, which is very beneficial to the more vulnerable road users such as the elderly and the disabled and they are also effective in encouraging vehicles approaching the junction to reduce their speed.



Photo of a typical raised entry treatment

Kerb build-outs:
 Kerb build-outs narrow the road by extending the kerbs out into the road. They shorten the crossing distance for pedestrians, they bring pedestrians cut from behind parked cars so they can see and be seen better and can be used to enforce banned manoeuvres.

Yellow Box Markings:
 Yellow box markings are cross-cross yellow lines painted on the road that mean motorists must not enter the box until the exit is clear except for if waiting to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right. Fines can be issued to motorists who break this rule.

Anti-skid surfacing:
 Anti-skid surfacing is a special carriageway surface that has a higher than normal skid resistance which helps vehicles to stop quickly without skidding. It is often used on the approach to crossing points.



London Borough of Brent
 Environment & Culture
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Rev	Revision	Note	Date
-			

Notes	

Job Title
 Harrow Road
 Local Safety Scheme

Drawing Title
 Preliminary Design
 Phase 1 (2009/2010)

Scale 1:500	A3	Designed PS Drawn PS
Date created Mar 2009		Checked PB Approved PB
Drawing No. TP812/01		Rev. A
CAD Ref.		TP812