Brent	**Highways & Infrastructure Service** Projects Development Delegated Approval Report Report for Head of Highways & Infrastructure
Wards Affected: **Sudbury Ward**	
Title: Harrow Road / District Road Junction Local Safety Scheme	

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1.0 PURPOSE OF REPORT

1.1 This report summarises the outcome of the public consultation for the Harrow Road / District Road Junction Local Safety Scheme. The scheme aims to improve crossing facilities for pedestrians on District Road, enhance the public realm on the edge of Barham Park and reduce clutter on the footways. This is in accordance with objectives in the Brent Borough Plan 2019-2022 and the Mayor's Transport Strategy 2018.

1.2 The Head of Highways and Infrastructure is recommended to progress with implementation of the scheme with minor amendments.

2.0 BACKGROUND

2.1 Concerns have been raised by local residents and Councillors regarding difficulties pedestrians have when using the existing uncontrolled traffic island crossing on District Road (at the junction of Harrow Road). These concerns relate to both ease of use and road safety.

2.2 Figure 1 shows the location of the Harrow Road / District Road Junction Local Safety Scheme.

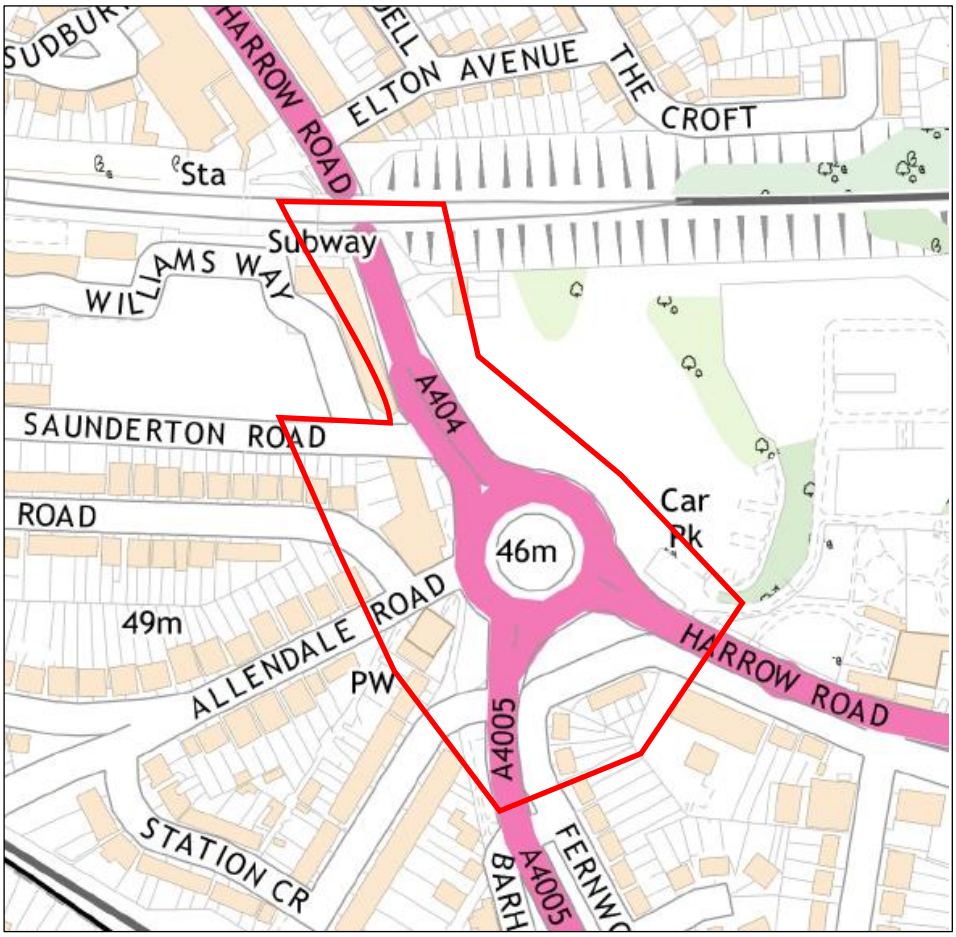

Figure 1 – Location Plan

3.0 PROJECT DEVELOPMENT

3.1 Overview

3.1.1 The Harrow Road / District Road Junction Local Safety Scheme has been developed using various sources of traffic data and anecdotal evidence. These are as follows;-

- Site surveys and Highways and Infrastructure service requests
- Personal injury accident data;
- Automatic traffic count (ATC) and manual pedestrian count data.

3.1.2 This section describes each of the data sources in turn and outlines how they feed into the proposed local safety highway improvements.

3.2 Site Visits and Highways and Infrastructure Service Requests

3.2.1 Site visits were undertaken in July 2019 to collect highway inventory data and observe traffic conditions on District Road. Pedestrians were observed to use the existing traffic island crossing to access Sudbury Baptist Church, Sudbury Town station and other local amenities. Vehicle traffic was judged to be generally travelling within the 30mph speed limit on District Road but it was observed that the substantial kerb radius at the junction of District Road and Harrow Road does not adequately encourage a reduction in the speed of vehicles exiting the roundabout and turning into District Road.

3.2.2 The existing traffic island crossing is substandard in a number of respects. The traffic islands are currently 1.2 metres (m) in width which does not provide adequate protection for wheelchair users and parents with buggies. The islands do not have tactile paving making the crossing unhelpful for blind and partially sighted people. District Road is quite wide at this point meaning the crossing distance for pedestrians is such that some pedestrians e.g. the elderly or people with mobility difficulties may not be confident or feel entirely safe crossing District Road at this location. Finally the existing traffic islands are not raised above the level of the carriageway and do have a kerb to physically provide protection for pedestrians waiting on the traffic islands.

3.2.3 The above observations were backed up by a number of complaints and service requests which have been received by the Council from local residents.

3.2.4 The personal injury accident data for the study area has been sourced from the Metropolitan Police Service for the recommended 3-year period (2014-2017) and is included in Appendix A.

3.2.5 The data shows that sixteen personal injury accidents (involving twenty casualties) have occurred over the three year period. All involved slight injuries except one which was serious. Out of the sixteen accidents, two involved pedestrians but no accidents where cyclists were involved.

3.2.6 The two accidents involving pedestrians occurred on Harrow Road south of the junction with Elton Avenue and north of the junction with Saunderton Road. One accident involved a pedestrian crossing the road into the path of a vehicle. The second accident involved a pedestrian impaired by alcohol, who had crossed the road from between two parked buses and had then been struck by the nearside wing mirror of a passing vehicle. Five accidents only involving vehicles were also recorded in the vicinity of the District Road junction.

3.3 Traffic Count Data

3.3.2 An automatic classified traffic count (ATC) was undertaken on District Road from Wednesday 11th September to Tuesday 17th September 2019 and a manual pedestrian crossing count was undertaken on Thursday 5th September 2019.

3.3.3 The ATC was located on District Road between Harrow Road and Station Crescent and recorded data on traffic volumes and speeds. The crossing count was undertaken at the junction of Harrow Road and District Road and recorded pedestrians using the existing traffic island crossing on District Road

3.3.4 Table 1 shows the average 2-way traffic flows on District Road over a 12-hour period along with average speed and 85th percentile speeds.

Location	12 - Hour Traffic Flow	Vehicle Speeds	
		Average Speed (mph)	85th Percentile Speed (mph)
Westbound	3,243	18.2	22.9
Eastbound	2,372	19.0	23.0

Table 1 – District Road Traffic flows, average and 85 percentile traffic speeds (September 2019)

3.3.5 Table 1 shows that an average of 3,243 vehicles travel westbound along District Road over a 12-hour period and 2,372 vehicles travel eastbound.

3.3.6 Table 1 also shows that average speeds are 18.2 mph for westbound vehicles and 19 mph for eastbound vehicles. This shows that the majority of vehicles travel well below the existing 30mph speed limit. Table 2 shows the results from the crossing counts undertaken to identify pedestrian demand and to identify the need for additional pedestrian crossing facilities on District Road. The time periods shown represent the hours with the highest recorded pedestrian volumes.

Time Period	2-Way Pedestrian Flow (P)	2 Way Traffic Flow (V)
08.00-09.00	388	246
16:00-17:00	360	253
17:00-18:00	415	335
18:00-19:00	398	338
Average	391	293

Table 2 - Junction of Harrow Road and District Road Pedestrian Crossing Counts (September 2019)

3.3.7 To determine the need for new pedestrian crossing facilities, a calculation called PV^2 is used to assess the degree of conflict between vehicles and pedestrians. The degree of conflict is determined by multiplying the number of vehicles per hour (V) squared by the number of pedestrians crossing per hour (P) over a 50 metre section of road. The average of the four highest hours is taken to represent what is called PV^2.

3.3.8 A pedestrian refuge is normally justified where the calculated value of PV^2 is equal to or greater than 0.4×10^8. A zebra crossing is justified if the PV^2 is greater than then 0.6×10^8 and a signal controlled crossing is justified if the PV^2 is greater than 1×10^8

3.3.9 The average surveyed flow of pedestrians crossing District Road at the junction of Harrow Road / District Road and the average traffic flows give a PV^2 value of 0.335×10^8. This value does not justify the provision of a Zebra crossing at this location but it is in the region of a figure where a formal pedestrian refuge island is justified.

3.4 Proposed Local Safety Scheme

3.4.1 Taking into account information collected from site visits, personal injury accidents and the characteristics of traffic using District Road, a series of improvement measures have been devised. These aim to improve crossing facilities for pedestrians, reduce vehicle speeds and create a safer environment to allow for more walking as opposed to relying on cars. This in turn will provide safer walking links to local amenities in the Sudbury area.

3.4.2 The proposed improvements included in the consultation are shown graphically in Appendix A and are outlined as follows;-

- A new 2.8m wide pedestrian refuge island to replace the existing splitter island at the junction of Harrow Road and District Road.

- The existing footway on District Road between Harrow Road and Central Road will be widened and the kerb will be realigned. This will reduce crossing distances for pedestrians and help to reduce the speed of vehicles exiting the roundabout.

- New trees and landscaping will be planted around the roundabout and in the existing raised planters outside nos. 709 to 719 Harrow Road. This will improve the quality and appearance of the public realm.

- Existing guardrails around the roundabout will be removed where these are not required for safety reasons. This will enhance the public realm on the edge of Barham Park and reduce clutter on the footways

4.0 CONSULTATION RESULTS

4.1 Consultation Procedure

4.1.1 The consultation letter, a drawing of the proposed improvements and a questionnaire were distributed to a total of 118 addresses in the local area. Copies of the documents are included in Appendix B.

4.1.2 The consultation documents were also posted to the local Ward Councillors, local organisations, interested groups and statutory authorities including the emergency services.

4.2 Consultation Results

4.2.1 Table 3 shows the number of questionnaire responses received from the consultation and Table 4 shows the numbers who are supportive or objected to the Harrow Road / District Road Junction Local Safety Scheme.

	Number	Percentage
Questionnaires Sent Out	118	100
Questionnaires Returned	12	10

Table 3 – Questionnaire Response Rate

	Number	Percentage
Yes	9	75
No	2	17
No Opinion	1	8

Table 4 – Reponses to Questionnaire Question No. 1. "Do you agree with the proposed Harrow Road/District Road Local Safety Scheme?"

4.2.2 Table 3 shows that a total of 12 questionnaires were returned which represented a response rate of 10%. This percentage is within the normal range that has been experienced by the Highways and Infrastructure Service when undertaking public consultations of a similar nature.

4.2.3 Table 4 shows that out of the questionnaires returned, 9 were supportive of the proposal, 2 objected and 1 did not express an opinion. This shows that the majority of respondents (75%) were supportive of the scheme.

4.2.4 Section 4 considers all comments and objections received in more detail and provides corresponding officer responses.

5.0 CONSULTATION ANALYSIS

5.1 Overview

5.1.1 Details of the comments received from Statutory Consultees and other respondents are summarised below along with responses from Council officers.

5.2 Responses from Statutory Consultees

5.2.1 **Brent Cycling Campaign**: Overall we strongly support the local safety scheme at the junction of Harrow Road and District Road, including the removal of all guardrails situated outside the garage and around the roundabout on Harrow Road. We have some reservations about the widening of the pedestrian refuge island, unless this can be done without creating dangerous pinch points where cars may try to overtake bicycles in very narrow lanes.

5.2.2 **Officer Response:** The existing traffic island on District Road is 2m long and 1.2m wide. This is being lengthened to 2.8m and widened to 2m to increase capacity for pedestrians crossing to District Road and ensure that a pedestrian with a wheelchair or pushchair can be accommodated. The improvement works will slightly reduce the existing carriageway width as the footpath is widened further.

5.1 Responses from Other Consultees

5.1.1 No comments were received from other consultees.

5.2 Road Safety Audit

5.2.1 An independent Stage 1 and 2 Road Safety Audit (RSA) was undertaken for the proposed design by an independent transport consultant. Following the outcome of the RSA, the design has been revised to retain the existing pedestrian guard rails on Bridgewater Road. This will prevent pedestrians crossing informally on the traffic island and away from the signalised crossing.

5.3 Summary

5.3.1 Following consideration of the comments received, it is recommended that the scheme be implemented with one revision. The revised scheme is shown graphically in Appendix C and includes the following revision:-

- Retain the existing pedestrian guard rails on Bridgewater Road.

6.0 EQUALITIES ANALYSIS

6.1 Eleven out of twelve respondents completed either all or part of the equality monitoring questionnaire. The total number for each question may not be the same as the total number of respondents because some respondents did not answer every question. A breakdown of the equality data provided is shown below along with a commentary on the profile of respondents compared with the demographic profile for the affected ward.

Asian or Asian British					Black or Black British				Any other ethnic background	White			Mixed Race / Dual Heritage			Prefer not to say
Indian	Pakistani	Chinese	British	Asian Other	African			Black British		British/ English/ Welsh/ Scottish/ Northern Irish	Irish	White other	White/Black African	White/Asian	Other	
3	1	1	1	0	0	0	0	0	1	1	0	1	1	0	0	0

Table 5 – Responses to "What is your ethnic group?

Do you consider yourself to have a disability?			Gender			Sexual Orientation			
Yes	No	Prefer not to say	Male	Female	Preferred not to say	Heterosexual	Gay	Bisexual	Other or prefer not to say
1	9	0	5	4	0	7	0	0	2

Table 6 – Responses to "Do you consider yourself to have a disability?", "What is your gender?" and "What is your sexual orientation?"

Religion									
Agnostic	Buddhist	Christian	Hindu	Humanist	Jewish	Muslim	No Religion	Other	Prefer not to say
0	2	4	2	0	0	2	0	0	0

Table 7 – Reponses to "What is your religion?"

Age group							
0-16	16-24	25-34	35-44	45-54	55-64	65+	
0	0	1	1	4	2	2	

Table 8 – Responses to which age group do you belong?"

6.2 Table 5 shows that 60% of respondents were from an Asian or Asian British background and 20% were from a White background. 10% were from a Mixed Race background and 10% were from some other ethnic background. This is similar to the ward profile where Asian are the highest represented ethnic group.

6.3 Table 6 shows that 56% of respondents were male and 44% were female compared to a ward average of 51% male and 49% female. This shows that a higher proportion of males responded to the consultation then average. In relation to disability, 10% of respondents considered themselves to have a disability. This is broadly similar than the ward profile which shows 14.1% of residents considered themselves to have a disability.

6.4 Table 7 shows that 40% of respondents were Christian, 20% were Muslim, 20% were Hindu and 20% were Buddhists. This is again broadly similar to the ward profile.

6.5 Table 8 shows that 20% of the respondents are 45 or over. This is higher than the ward average of 10.6%. This shows that a higher proportion of older residents responded to the consultation then average.

6.6 Overall, the equality questionnaires show that the diversity profile of respondents to the consultation is representative of Sudbury Ward.

6.7 **Project Equalities Analysis**

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	X			The provision of a pedestrian refuge island will positively benefit elderly pedestrians by allowing them to cross over a shorter crossing distance.	N/A
Disability	X			The provision of a pedestrian refuge island will positively benefit pedestrians with mobility difficulties by allowing them to cross in two stages	N/A
Gender reassignment		X		No reason to believe this group will be disproportionally affected	N/A
Pregnancy and maternity		X		No reason to believe this group will be disproportionally affected	N/A
Race		X		No reason to believe this group will be disproportionally affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionally affected	N/A
Sex		X		No reason to believe this group will be disproportionally affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionally affected	N/A

Table 9 – Project Equality Analysis

6.8 The project equality analysis shows that the scheme proposal will positively benefit elderly pedestrians and those with mobility difficulties.

7.0 FINANCIAL IMPLICATIONS

7.1 The scheme will be funded under the Council's TfL funded Capital Programme for the year of 2019 / 2020 A total allocation of £90,000 is available for the scheme. The initial estimate for the works is in the region of £62,680. The funding allocation is therefore adequate for implementing the scheme.

8.0 RECOMMENDATION

8.1 The Head of Highways and Infrastructure is recommended to progress with implementation of the scheme with minor amendments shown in section 5.3.1

9.0 APPENDICIES

Appendix A – Personal Injury Accident Data

Appendix B – Consultation Documents

Appendix C – Amended Design Drawing

AGREED / ~~REJECTED~~

Signed:

Tony Kennedy

Head of Highways and Infrastructure Service

Date: 23rd January 2020

Local Government Act 1972 – Access to Information

The following items were used in the preparation of the report:

1. Consultation responses and analysis

The above documents may be inspected / copied by contacting:
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