

London Borough of Hammersmith & Fulham

Report to: Community Safety and Environment Policy & Accountability Committee

Date: 10/02/2020

Subject: Consultation Process for Harwood Terrace Experimental Road Closure

Report of: Bram Kainth – Chief Officer (Public Realm)

Responsible Director: Sharon Lea – Strategic Director for the Environment

Summary

Following the start of an experimental traffic scheme on the 21st October 2019, Harwood Terrace, a residential road in the wards of Parson's Green and Walham, was closed to through traffic. A petition to reopen Harwood Terrace, and an opposing petition to close Harwood Terrace completely was initiated by members of the community. These petition requests have met the threshold for consideration and therefore are scheduled for a Cabinet meeting to be held on 3rd March 2020.

Subsequently, two deputation requests were submitted to the Community Safety and Environment Policy and Accountability Committee on 28th January 2020, by the lead petitioner for the 'reopening Harwood Terrace' campaign. One of the deputation requests was on the consultation and decision-making process for the experiment, this deputation will be answered in the body of this report. The second deputation request is in relation to the number of PCNs issued at the Bagleys Lane / New Kings Road junction, since the closure of Harwood Terrace. This deputation is responded to under a sub heading at the end of this report (PCNs at Bagleys Lane Junction).

The committee are asked to consider the background concerns that led to the experimental closure of Harwood Terrace, the consultation and decision-making process that initiated the scheme, and to consider if any future changes could be made to improve resident engagement.

Recommendations

For the Committee to note the report, comment and/or derive recommendations.

Wards Affected: Parson's Green and Walham, Sands End

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Background Papers Used in Preparing This Report

None

Background to the experimental closure of Harwood Terrace

1. Harwood Terrace is a short residential street approximately 90m long in Fulham in the SW6 post code area. It runs between approximately 40 terraced houses. At the east end of the street is a roundabout which is the junction for Sands End Lane, Waterford Road and Michael Road, at the west end are width restrictions leading to the junction with Imperial Road / Harwood Terrace. Harwood Terrace continues south-westwards for approximately 60m then becomes Bagleys Lane at the junction.
2. For a number of years residents of Harwood Terrace had raised concerns about high levels of traffic using the street as a cut through to avoid the traffic signals at the Bagleys Lane / New Kings Road junction. Vehicles were able to drive through Harwood Terrace and join the New Kings Road via Edith Row and Waterford Road using unsignalized junctions.
3. Several collisions involving cyclists and vehicles have been recorded at the junctions of New Kings Road with Edith Row and Waterford Way. The most recent incident which involved a pedestrian was brought to the attention of the Cabinet Member for the Environment who felt compelled to act. There have also been incidents at the Harwood Terrace and Bagleys Lane junction.
4. Traffic surveys were carried out in the area which showed that during peak times up to 540 vehicles per hour were using this route. The residents of Harwood Terrace requested that the street be closed to through traffic.
5. In January 2019 a report was produced which indicated that there could be capacity impacts on the New Kings Road corridor, but also recommended that an on-street trial closure be put into place to gain a true picture of the impact and effects on the local highway network. This would enable officers to subsequently identify long term impacts and also amend the scheme during the experiment to mitigate issues.
6. Examples of these include the relocating of a car club bay so buses can better traverse a bend in the road and also the introduction of keep clear marking at the Bagleys Lane / Imperial Road junction.

Consultation and decision-making process for the Closure of Harwood Terrace

7. An online consultation was carried out between 18th February 2019 and 15th March 2019 that was open to all. This was supplemented with letters delivered

to all addresses in Harwood Terrace asking for residents' opinions on closing their street under an experimental traffic management order. In total 106 people from the area participated with 44 in favour, and 66 against the closure. Of the 44 respondents in favour, 31 were residents of Harwood Terrace.

8. Emergency services were notified prior to the experimental close coming into force. During the experiment, emergency services were updated that no access would be provided through Harwood Terrace until further notice. Transport for London was also informed and no objections were received, before the decision to proceed with the experimental road closure was taken.
9. 10 advanced warning signs were located around the immediate area on 4th October notifying that Harwood Terrace would be closed on 21st October. A further 1,000 road closure notification letters were distributed in the wider area on Friday 11th October 2019.
10. An experimental scheme can last up to 18 months under the Road Traffic Regulation Act 1984, during which a decision on whether it is to be made permanent needs to be taken. Although the legal process allows up to 18 months, the Cabinet Member is committed to a resolution within a 6-month time-frame of the closure.
11. During the experiment, there is scope to make changes, explore mitigation steps and decide on whether the scheme, should be varied, abandoned or made permanent. The council has a statutory obligation to consider any objections to the scheme during the initial 6 months from when it is in force. This statutory 6-month period is also initiated if any modifications are made to the order.

Considerations for consultation and resident engagement

12. The existing and emerging policy context for transport, climate change and public realm remains a key driver for change both locally and regionally. The strategic and local road network needs to align to this and therefore all schemes should aim to reduce road casualties, improve cycling and pedestrian facilities, while enhancing the environment for all.
13. Wide ranging and numerous perspectives exist in the community from residents, businesses, commuters and different road users; all with differing needs and views. A key challenge remains in balancing these needs, perceived needs and the wider context of changing behaviours, attitudes and modes of travel.
14. As evidenced from multiple petitions for and against this experimental scheme, complete consensus would be difficult and is indeed rare for highways and transport schemes.
15. Area based and neighbourhood schemes could be considered for development in the future and online platforms used to engage residents in major schemes, utilised for area-based engagement and schemes in the borough.

16. The Council's statutory obligations must also remain within context and not be compromised when exploring coproduction or other alternatives.

Deputations

Decision making process in relation to the experimental closure of Harwood Terrace

17. This deputation has been responded to within the main body of this report.

PCNs at Bagleys Lane Junction

18. PCNs are issued for moving traffic contraventions at box junctions as vehicles entering, impacts on the efficient running of traffic lights and cause further congestion and delay times for those queuing at successive arms of a junction.
19. These are situated at busy junctions across the borough such as New Kings Road and the use is governed by Traffic Signs Regulations and General Directions (2016-2018).
20. Queuing times at the Bagleys Lane / New Kings Road arm is further impacted on when vehicles enter a box junction and the exit is not clear. This causes at least one phase or cycle of the traffic lights to be lost each time.
21. PCNs issued for the Bagleys Lane / New Kings Road junction remain in line with annual trends and has reduced since 2012 when over 35,000 PCNs were issued.

Period	PCNs issued
2017 (Jan to Dec)	16,348
2018 (Jan to Dec)	14,919
2019 (Jan to Dec)	16,199

22. The PCNs issued monthly since October 2019 with preliminary figures for January

(20/01/2020) indicate that PCNs issued increased immediately after the closure for the right turn movement, but has settled considerably since.

Month	PCNs issued
October 2019	673
November 2019	1569
December 2019	1426
January 2020 (20/01)	(532)