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**Extension :** x5147

Version Drafted	Date Drafted	Notes <b>(Please update the version number in the footer)</b>
v1.0	13 <sup>th</sup> May 2003	
v1.1	19 <sup>th</sup> May 2003	
v1.2	22 <sup>nd</sup> May 2003	Legal / finance comments

**Committee :** Highways Committee

**Above**

**Below**

**Date :** 3<sup>rd</sup> June 2003

**Confidential Line**

<b>Report Title :</b>	<b>LOCAL SAFETY SCHEMES PROGRAMME 2003/2004</b>
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**Consultation :** Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

**List of attachments**

File Names	Version / Date Drafted	Notes

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE 3<sup>rd</sup> JUNE 2003

REPORT NO : 6/03 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:  
ALL WARDS

**LOCAL SAFETY SCHEMES PROGRAMME 2003 / 2004**

**1.0 SUMMARY**

1.1 This report informs members about the Local Safety Schemes programme for this financial year 2003/04 and seeks approval for officers to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation in order to ensure the delivery of the programme within the 2003/04 financial year.

**2.0 RECOMMENDATIONS**

2.1 That the Committee notes the extensive programme of local safety schemes detailed in the report and the scheme development work undertaken so far.

2.2 That the Committee notes the public consultation strategy to be adopted for the schemes in the programme as detailed in the report.

2.3 That the 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 if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

**3.0 FINANCIAL IMPLICATIONS**

3.1 Funding has been allocated by Transport for London for Local Safety Schemes based on the Borough Spending Plan submission for 2003/2004. Funding of £1,385,000 has been allocated within the Capital Programme for this financial year.

**4.0 STAFFING IMPLICATIONS**

4.1 The Council's Transportation Service Unit will deal with all issues related to the Local Safety Schemes.

## 5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The introduction of traffic management measures will improve road safety for all road users in the locations treated and reduce the frequency of road traffic accidents.

## 6.0 LEGAL IMPLICATIONS

- 6.1 Some of the schemes highlighted in this report might require traffic or parking restrictions. These proposals would require the making of traffic regulation orders under the Road Traffic Regulation Act 1984, or a variation to existing schemes. The procedures to be adopted for making the actual orders or varying existing orders are set out in the associated Statutory Traffic Regulations.
- 6.2 Some of the schemes highlighted in this report might require road hump measures. Road hump measures are made under sections 90 A to F of the Highways Act 1980 and would require the Council to undertake prescribed consultation and consider objections and place statutory notices.
- 6.3 Members are authorising 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. This means a further report need not be brought before this committee prior to implementation.

## 7.0 DETAIL

### Introduction

- 7.1 Funding has been allocated by Transport for London for Local Safety Schemes based on the Borough Spending Plan (BSP) submission for 2003/2004. A budget of £1,385,000 has been approved for this financial year within the Capital Programme. The following list of locations and proposed measures were included in the submission and are being progressed as follows:

Location	Proposed measures	Cost
High Road, Willesden / Belton Road / Bertie Road	Entry treatments	£40,000
Forty Ave / Bridge Road / Barn Hill	Junction improvements	£60,000
Shoot Up Hill / Christchurch Avenue	Junction improvements	£50,000
Harrow Road / Wrottesley Road / Kenmont Road	Traffic calming	£50,000
Church Road / Mayo Road	Local road safety measures	£50,000
Watford Road / East Lane	Junction improvement	£50,000
Forty Lane / The Paddocks	Junction improvements	£50,000
Ealing Road ( Douglas Avenue – Bridgewater Road	Local road safety measures	£295,000
Brentfield Road	Mini roundabout / Kerb build outs	£65,000

Chamberlayne Road - Route Study	Local road safety measures	£175,000
Salisbury Road - Route Study	Local road safety measures	£175,000
Brondesbury Park - Route Study	Local road safety measures	£150,000
All Souls Avenue	Traffic calming	£ 50,000
Willesden Lane	Pedestrian islands	£ 75,000
East Lane	Local road safety measures	£50,000

7.2 The schemes are in accordance with the Mayor for London's Road Safety Policy and the Government's new 10 year accident reduction target for the year 2010 which aims to achieve:

- A 40% reduction in the number of people killed or seriously injured in road accidents
- A 50% reduction in the number of children killed or seriously injured; and
- A 10% reduction in the slight casualty rate.

7.3 It should also be noted that the Environment Service Development Plan (Promoting Quality Of Life And The Green Agenda – Transforming Transport) recognises the importance of reducing accidents and improving road safety and states – *“The Government has set a target to reduce the number of people killed or seriously injured in road accidents by 40% by 2010.....We need to continue to improve targeting both in terms of location and the impact on vulnerable members of the community. Too many children are injured in road traffic accidents, and black children are disproportionately affected. We are analysing the reasons for this so that we can develop effective programmes to reduce the injuries.”*

7.4 The accident reduction targets set are very ambitious and the Council has responded to the challenge well in recent years. In Brent the performance indicators for accident reduction (shown in the BSP) indicate a steady decrease in the frequency and severity of accidents since 1981 and also show that the rate of decrease is greater than the average for London. The programme of schemes detailed in this report is therefore aimed at continuing the downward accident trend to achieve the targets set for 2010.

7.5 The costs of the schemes shown above are estimated costs prepared for budgetary purposes only and these costs will be more accurately refined as the respective projects are taken forward such that the total costs will not exceed the overall budget available for Local Safety Schemes.

### **Scheme development process**

- 7.6 All the schemes in the Local Safety Schemes programme are localised measures and involve essential and necessary amendments to the highway network to improve the safety of all road users. The scheme development work is focussed on the analysis of personal injury road traffic accidents data supplied by the Metropolitan Police and detailed assessments of how accidents have occurred and the layout of the environment in which they take place. Although accidents are random events many commonly occurring factors are shared in accidents and it is the identification of these factors which lead to the development of engineering remedial measures. It is not possible to eradicate the failings of driver behaviour through engineering measures, however, the alteration of the highway layout can minimise certain types of conflicts occurring and lead to a reduction in the frequency of traffic accidents and reduce the severity of injuries. Engineering measures are therefore developed exclusively on that basis.
- 7.7 Once schemes have been prepared public consultations would be undertaken which would involve distributing public consultation documents to directly affected residents with an invitation to comment on the proposals. The documents would be posted to all addresses in the consultation area providing details of the scheme, a plan of the proposals and a free pre-paid return comment form for residents to give their comments and express their views. The recently adopted public consultation procedure would be followed which requires active consultation with local ward members and area consultative forums.

### **Scheme development work**

#### **Brondesbury Park - Route Study**

- 7.8 A scheme has been designed to address the high number of personal injury accidents in Brondesbury Park. The scheme will include the following measures:
- Introduction of a pedestrian phase at the existing traffic signals at The Avenue junction including general safety improvements for pedestrians and cyclists.
  - Introduction of a mini roundabout at the Coverdale Road junction to facilitate right turning vehicles and reduce speeds on the approaches. For safety reasons this feature requires the repositioning of the bus stop clearway from the West side of the junction to the East side.
  - Implementation of speed cushions at the approaches to the following junctions to reduce traffic speeds; Staverton Road, Sidmouth Road, Coverdale Road, and The Avenue.
  - Improvements to pedestrian crossing facilities including the introduction of additional pedestrian refuges at or near Staverton Road, Alverstone Road,
  - The proposals will require some additional waiting restrictions to be introduced in the immediate areas affected to ensure hazardous parking does not occur. As a result there may be a small reduction in the number of short stay parking available.

Appendix A provides draft details of the scheme. The scheme is scheduled for implementation in the third quarter of this financial year (September - December 2003).

### Salisbury Road – Route Study

7.9 A scheme has been prepared for Salisbury Road, Brondesbury. The main problems in this location are the high numbers of accidents occurring at road junctions and in particular the occurrence of right turn accidents at various locations along the route. The scheme will include the following measures:

- The introduction of a speed table at the Chevening Road junction and the inclusion of a pedestrian refuge.
- Alterations to the existing Zebra crossing outside the Islamic School Centre and the existing Pelican Crossing adjacent Salisbury Primary School. These are to improve pedestrian safety by reducing the crossing width which also requires changes to the existing short stay parking bays in the immediate area.
- The introduction of an additional pedestrian refuge outside the Islamic School Centre, with pedestrian safety improvement to the existing pedestrian refuges near the Victoria Road and Brooksville Avenue junctions.
- The introduction of speed cushions on the approaches to the three mentioned pedestrian refuges mentioned above.
- Improvements to the existing bus stops between Chevening Road and Brooksville Avenue. This involves the provision of bus stop clearways to enable the buses to access the kerb and use their facilities for disabled passengers.
- In addition to the above there are proposals to include a short section of one way traffic working in Hartland Road and Victoria Road between Salisbury Road and Honiton Road. This is subject to separate consultation with local residents and surveys which are currently underway.

Appendix B provides draft details of the scheme. The scheme is scheduled for implementation in the third quarter of this financial year (September - December 2003).

### Brentfield Road, Neasden – Local safety scheme

7.10 A scheme has been prepared for Brentfield Road, Neasden. The main problems in this location are the high numbers of right turn accidents at junctions along the route.

- The scheme involves introducing a new mini roundabout at the junction with Meadow Garth to reduce speeds, with kerb build outs and new pedestrian refuges. The new pedestrian refuge will assist pedestrians crossing near to the Park entrance. Kerb build outs are proposed at existing pelican crossing locations. Some amendments to existing road markings and changes to bus stop clearways are also proposed. The scheme will incorporate new right hand turning lanes at key junctions along Brentfield Road to improve access.

Appendix C provides details of the scheme. The scheme is scheduled for implementation in the second quarter of this financial year (June - September 2003).

#### Willesden Lane – Local safety scheme

- 7.11 A scheme has been prepared for a section of Willesden Lane between Lydford Road and The Avenue. The main problems are the lack of pedestrian crossing facilities and the excessive speed of vehicles which together have contributed to a high number of personal injury accidents.
- The scheme involves introducing a series of pedestrian refuges to improve safety for pedestrians, central road marking hatching linking the refuges will be placed to create a visual impact to assist in reducing vehicles speeds.

The scheme is scheduled for implementation in the third quarter of this financial year (October - December 2003).

#### Bertie Road / Belton Road – Local safety scheme

- 7.12 A proposal to introduce raised entry treatments at the two junctions above leading onto Willesden High Road has been designed to assist pedestrians crossing at these busy junctions where there have been a number of pedestrian accidents. Appendix D provides draft details of the scheme proposals. The entry treatments are scheduled for implementation in the second quarter of this financial year (July – September 2003).

#### **Authorisation of authority to officers to approve schemes**

- 7.13 The relatively small number of Highway Committee meetings and large proportion of schemes which commence at the beginning of the financial year can potentially create delays in the programme through awaiting scheme approval and adversely affect the delivery of scheme implementation by increasing the number of schemes to be constructed towards the end of the financial year.
- 7.14 It is therefore recommended that authorisation to consider the results of public consultation exercises, approving schemes, undertaking statutory consultation (traffic regulation orders / public notices), considering objections to statutory consultation and implementing schemes be given to the Director of Transportation. Any objections to the schemes received as a result of statutory consultations would then be given full consideration by the Director of Transportation and reported back to members if he thinks appropriate. This would permit the smooth and timely delivery of the programme.
- 7.15 It should also be noted by members that the funds provided by Transport for London for this programme of work must be used by the end of March 2004 and requests to carry forward funds are only approved in exceptional circumstances. It is emphasised that the request for authorisation is intended solely to speed up the delivery of schemes and ensure the maximum use of externally provided funds, however, where scheme consultation is inconclusive or where major objections are raised to a proposal then a report will be brought to the Highways Committee for a decision.

## **8.0 Details of Documents:**

Project Files TP 144,188,205,207,209.

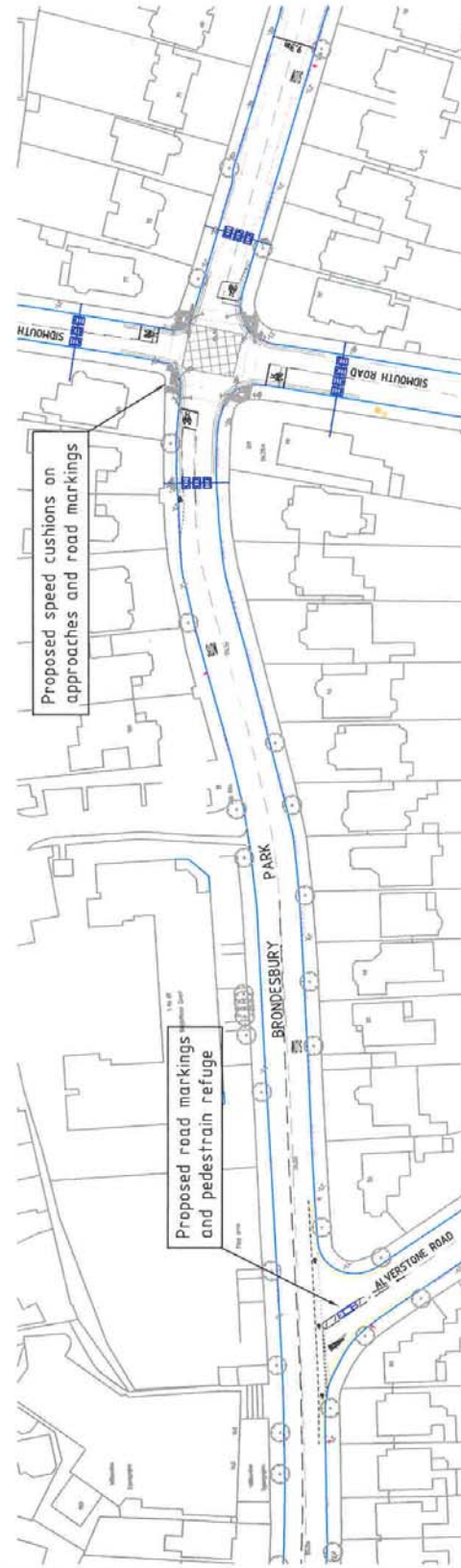
Any person wishing to inspect the above papers should contact Barry Philips, Traffic Team (Leader), Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,  
Telephone: 0208 937 5147

**Richard Saunders**  
**Director of Environment**



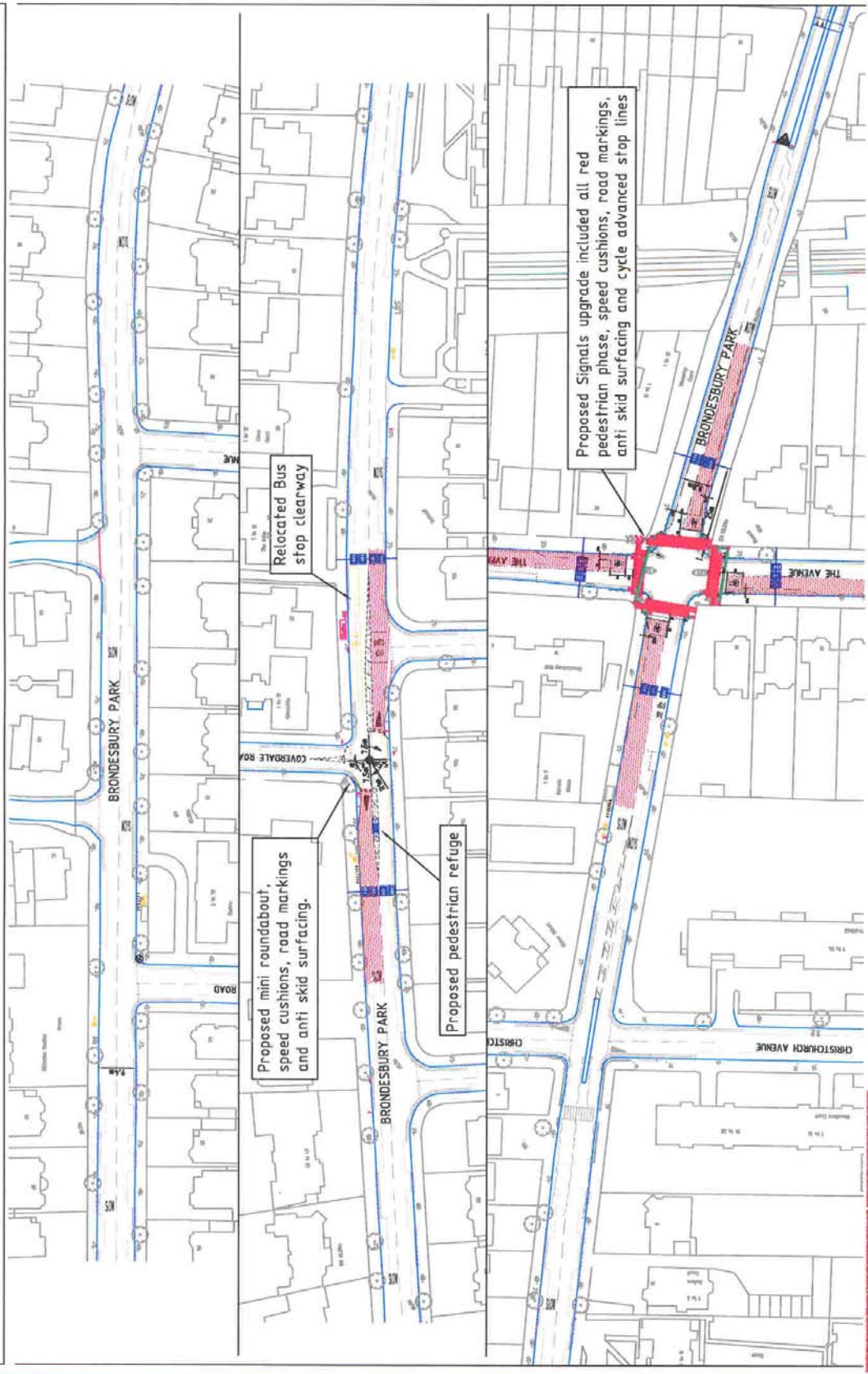
Local Safety Schemes Programme 2003/2004  
APPENDIX A

Brondsbury Park - Local Safety Scheme Appendix A



Local Safety Schemes Programme 2003/2004  
APPENDIX A (continued)

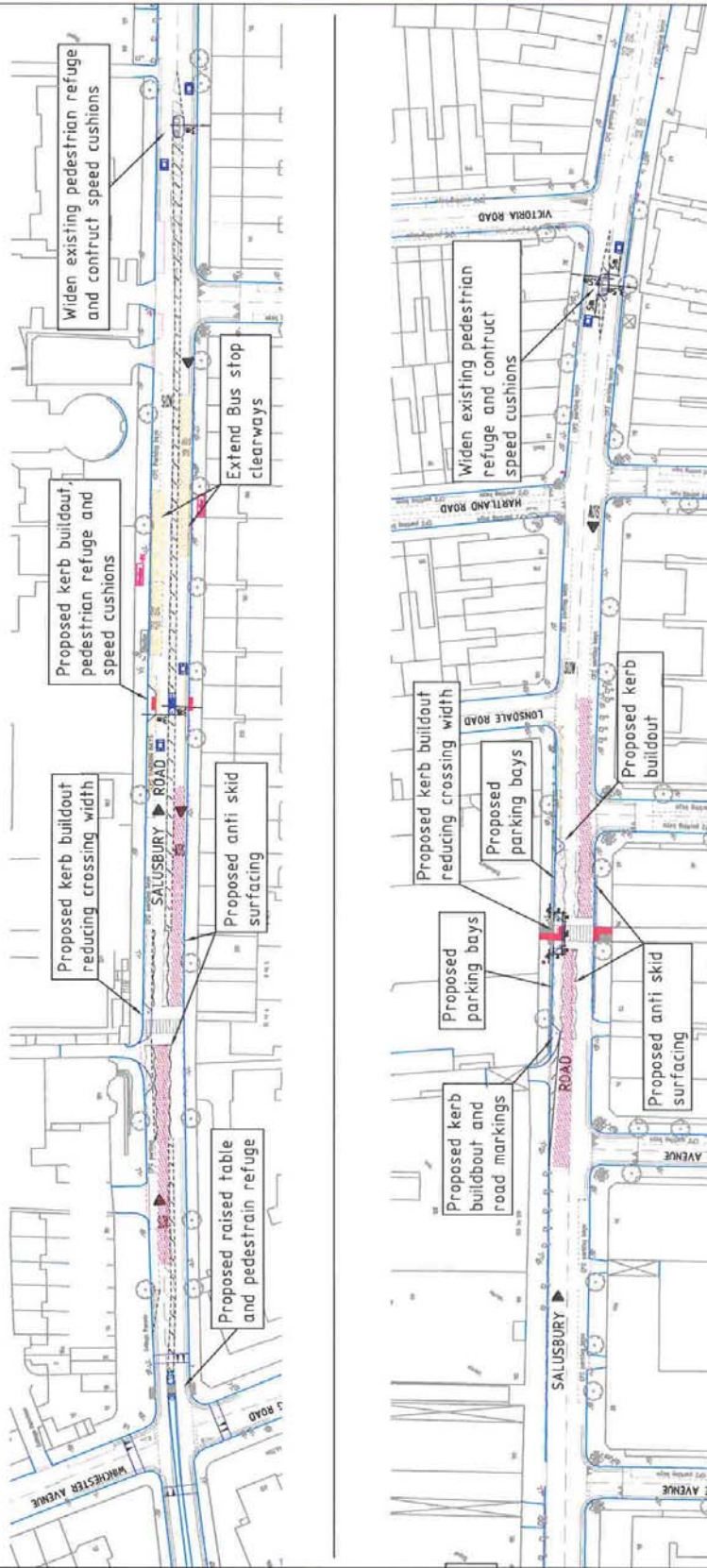
# Brondsbury Park - Local Safety Scheme Appendix A





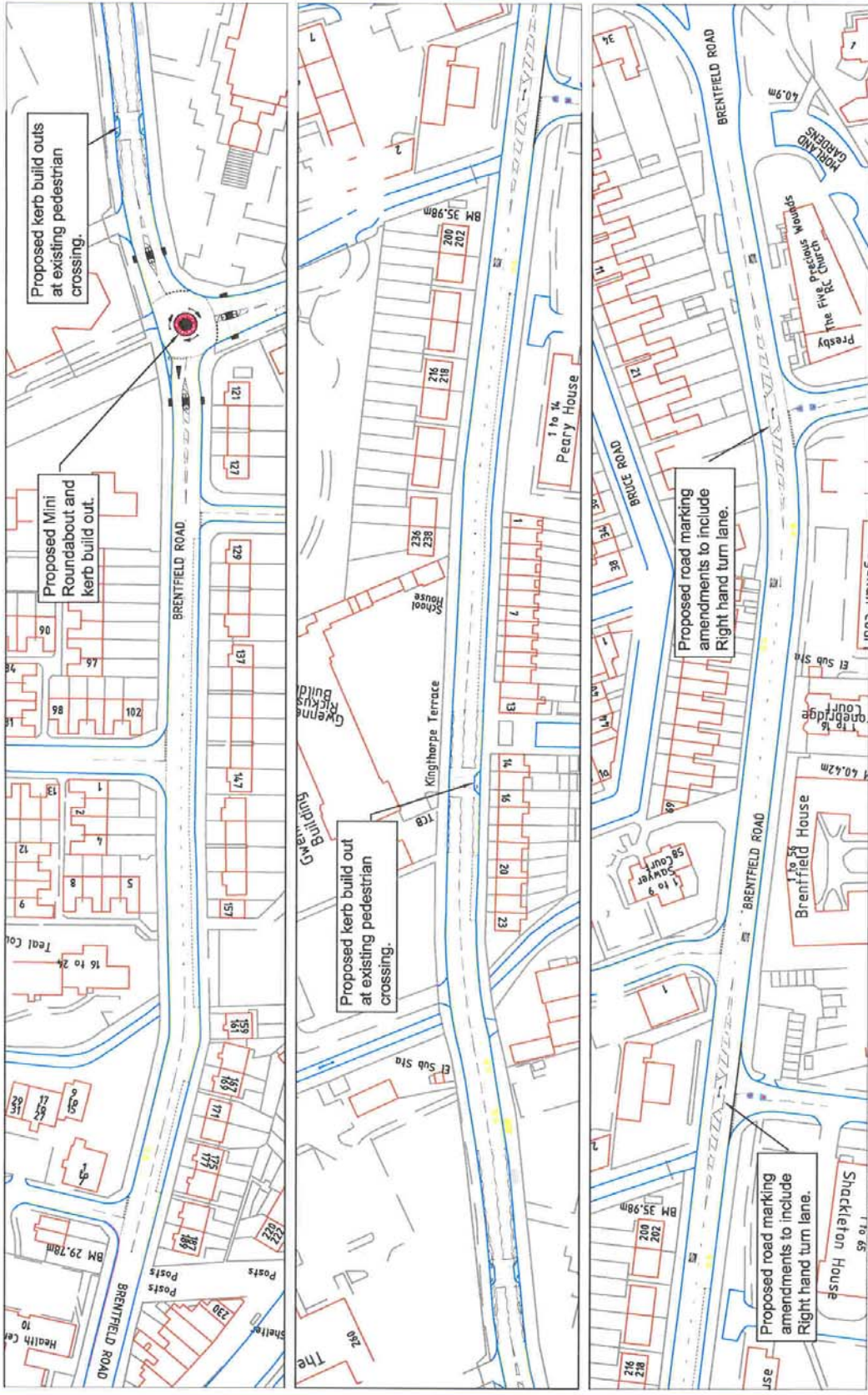
Local Safety Schemes Programme 2003/2004  
**APPENDIX B**

Salisbury Park - Local Safety Scheme Appendix B



Local Safety Schemes Programme 2003/2004  
**APPENDIX C**

**Brentfield Road - Local Safety Scheme Appendix C**





Local Safety Schemes Programme 2003/2004  
APPENDIX D

Bertie Rd/Belton Rd - Entry Treatments Appendix D

