

**Drafted by :** Barry Philips

**Extension :** x5147

Version Drafted	Date Drafted	Notes <b>(Please update the version number in the footer)</b>
v1.0	15 <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

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

**Above**

**Below**

**Confidential Line**

<b>Report Title:</b>	<b>SPRINGFIELD ESTATE – PROPOSED 20 MPH ZONE</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: 3/03

FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:  
FRYENT

<b>REPORT TITLE :</b> <b>SPRINGFIELD ESTATE – PROPOSED 20 MPH ZONE</b>
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**1.0 SUMMARY**

1.1 This report informs members about progress with the development of the proposed Springfield Estate 20 mph zone, reports the results of the recent public consultation and seeks approval to proceed to statutory consultation and implementation.

**2.0 RECOMMENDATIONS**

2.1 That the Committee notes the scheme development work undertaken by officers.

2.2 That the Committee notes the results of the public consultations undertaken recently with local residents of Springfield Mount estate and approves the detail of the schemes.

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 orders for the schemes proposed in the report if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

**3.0 FINANCIAL IMPLICATIONS**

3.1 A funding allocation of £200,000 has been approved by Transport for London for a programme of 20 mph zones included in the Borough Spending Plan submission for 2003/2004.

3.2 The cost of implementing the Springfield Estate 20mph zone has been estimated at £135,000 including staffing costs.

**4.0 STAFFING IMPLICATIONS**

4.1 The Council's Transportation Service Unit will deal with all issues related to the Springfield Estate 20 mph zone scheme.

## **5.0 ENVIRONMENTAL IMPLICATIONS**

- 5.1 The introduction of a 20-mph zone will help to improve road safety for all road users in the area particularly pedestrians and school children attending Oliver Goldsmith School.
- 5.2 The introduction of a 20 mph zone can reduce the amount of through traffic in the area reducing the environmental impact of traffic.

## **6.0 LEGAL IMPLICATIONS**

- 6.1 The 20mph speed limit and waiting restrictions proposed will require the making of traffic regulation orders under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders are set out in the associated Statutory Traffic Regulations.
- 6.2 The road hump measures proposed are made under sections 90 A to F of the Highways Act 1980 and will 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**

- 7.1 A programme of 20mph schemes has been approved by Transport for London on the basis of the 2003/2004 Borough Spending Plan (BSP) submission which sets out the Borough's programme of schemes and priorities. The schemes have been approved by the Mayor for London's office on the basis of this submission meeting the requirements of the Transport Strategy for London. A total budget of £200,000 has been approved.
- 7.2 The introduction of 20mph zones will play an important role in achieving the Government's road safety strategy and casualty reduction targets set for 2010. Recent changes in Government legislation have now given local authorities more powers to make 20-mph limits without recourse to the Secretary of State and schemes can now be progressed more quickly by local authorities. At present there are only a few 20-mph within the London Borough of Brent, however, over the coming years the Council are proposing to implement further zones in the Borough where traffic conditions could be improved by introducing them.
- 7.3 The first scheme to be developed under the 2003/04 programme is in the Springfield Estate which is a residential area bounded by the Kingsbury Road, Edgware Road and the rear of properties on Wakemans Hill Road and Buck Lane. The Oliver Goldsmith School is located within the designated zone boundary and has a wide catchment area in the vicinity.
- 7.4 The main aims of the Springfield Estate 20mph zone are to:
- reduce vehicle speeds and make walking and cycling easier and safer within the zone,

- improve the safety of vulnerable road users such as children and the elderly,
- improve safety in the vicinity of the school,
- reduce the number of personal injury traffic accidents,
- reduce the environmental impact of through traffic.

- 7.5 Scheme development work has been underway for the last 6 months and officers from the Transportation Service Unit have undertaken extensive consultations with local representatives, working closely with the Springfield Mount Residents Association in particular, and involved the local area consultative forum regarding the design of the 20-mph zone.
- 7.6 The police, emergency services, transport operators and other statutory bodies have been consulted on the proposals through regular traffic liaison meetings and full support for the scheme has been demonstrated. Any comments made about the scheme have already been taken into account within the design where possible.
- 7.7 A full public consultation exercise was recently undertaken in May 2003 on the proposals. This included a public exhibition at the Oliver Goldsmith School in Coniston Gardens at which residents were invited to see plans of the proposals and discuss the scheme with engineers. Consultation leaflets were circulated to all residents on the estate and included a free pre-paid return questionnaire and comment form for local residents to express their views about the scheme. Appendix A gives details of the public consultation document distributed to residents in the Springfield Estate, which includes details of the scheme design and is self-explanatory. Detailed plans of the proposal will be displayed at the Committee meeting.
- 7.8 Approximately 574 questionnaires were distributed to addresses in the area including Oliver Goldsmith School in accordance with the public consultation practice adopted by the Committee. Details of the results of the consultation are shown below for consideration.

<b>SPRINGFIELD ESTATE – 20mph ZONE CONSULTATION RESULTS</b>			<b>Question 1 - Do you support the introduction of a 20mph zone?</b>				
<b>Road</b>	<b>No. addresses</b>	<b>No. returns</b>	<b>% returned</b>	<b>Yes</b>	<b>% Yes</b>	<b>No</b>	<b>% No</b>
Coniston Gardens	72	24	33%	23	96%	1	4%
Crummock Gardens	88	28	32%	25	89%	3	11%
Ennerdale Drive	63	10	16%	9	90%	1	10%
Forest Gate	24	7	29%	7	100%	0	0%
Highcroft	20	8	40%	8	100%	0	0%
Lodore Gardens	80	15	19%	13	87%	2	13%
Mardale Drive	25	5	20%	5	100%	0	0%
Rydal Gardens	24	7	29%	6	86%	1	14%
Springfield Gardens	74	22	30%	19	86%	3	14%
Springfield Mount	80	27	34%	23	85%	4	15%
Stancroft	24	8	33%	8	100%	0	0%
<b>TOTAL</b>	<b>574</b>	<b>161</b>	<b>28%</b>	<b>146</b>	<b>91%</b>	<b>15</b>	<b>9%</b>

- 7.9 The results of the public consultation demonstrate a good response rate (28%) and majority support for the proposals (91%). It is therefore recommended that officers should now proceed with the statutory consultation (making of traffic regulation orders and public notices) and implementation of the Springfield Estate 20 mph zone. The full implementation cost of the scheme is estimated to be approximately £135,000 including staff costs.
- 7.10 In order to implement the 20-mph zone a traffic regulation order will need to be made and associated statutory consultation undertaken using powers contained in the Road Traffic Regulation Act 1984. This process will take approximately 5-6 months to fully complete after which the scheme will be fully operational. The implementation of road hump features will also require the advertising of statutory public notices using powers contained in the Highways Act 1980.
- 7.11 If Committee approve the scheme then any objections to the schemes received as a result of statutory consultations would be given full consideration by the Director of Transportation and reported back to members if he thinks appropriate, otherwise he will implement the scheme.

## **8.0 Details of Documents:**

Traffic Management Project File TP 97

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**

Springfield Estate - 20 mph Zone  
**APPENDIX A**

# SPRINGFIELD ESTATE

PROPOSED  
 20mph  
 ZONE



**Making Springfield Estate a safer place**



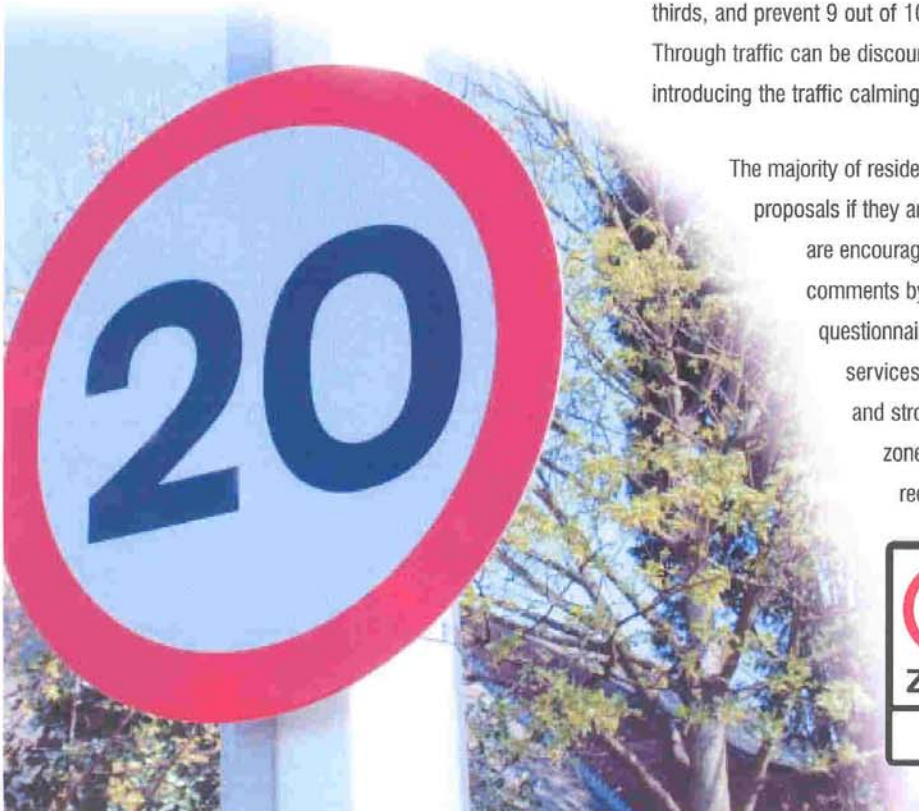
## Springfield Estate - 20 mph Zone APPENDIX A (continued)

# SPRINGFIELD ESTATE

## PROPOSED 20mph ZONE

### BACKGROUND

Brent Council is proposing to introduce a 20mph zone in your area. Funding to implement the project has been made available from Transport for London through the Council's annual Borough Spending Plan submission which seeks funds for schemes in line with the Mayor for London's Road Transport Strategy. Recent changes in Government legislation now give local authorities more powers to make 20mph limits without recourse to the Secretary of State. At present there are a limited number of 20mph zones within the London Borough of Brent, however, over the next few years the Council are proposing to implement more zones around the Borough.



### WHAT IS A 20mph ZONE?

In a 20mph zone:

Traffic speeds are kept below 20mph by using traffic calming measures to physically self enforce the speed limit. These measures can include road humps, speed cushions, road narrowings, or landscaping features.

Special road signs with panels and road markings at zone entry points are used to advise drivers that the speed limit is 20mph.

### WHAT CAN A 20mph ZONE ACHIEVE?

The main benefit is to lower vehicle speeds which make walking and cycling easier and safer within the zone. The safety of vulnerable road users such as children and the elderly will be greatly improved.

On average, 20mph zones reduce personal injury accidents by over a half, those involving children by around two thirds, and prevent 9 out of 10 fatal or serious accidents. Through traffic can be discouraged as a consequence of introducing the traffic calming measures.

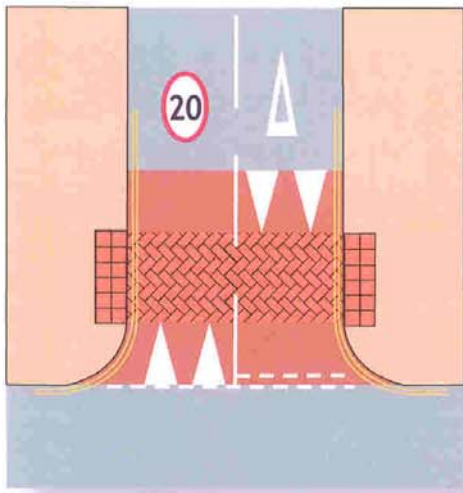
The majority of residents must be in favour of the proposals if they are to proceed and all residents are encouraged to give their views and comments by completing the attached questionnaire. The Police and Emergency services have approved the scheme and strongly support self enforcing zones that incorporate speed reducing features.



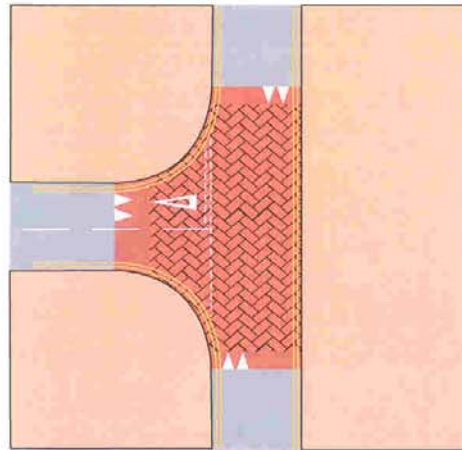
## Springfield Estate - 20 mph Zone APPENDIX A (continued)

### ENTRY TREATMENT

An entry treatment is a feature that highlights the entrance to the zone and the change in the speed limit which are usually located at junctions. The entry treatments will incorporate the 20mph zone signs and a different coloured carriageway surface which will be raised to the same level as the footway. These features will assist pedestrians to cross road junctions safely and crossing points will be protected by metal bollards.



These features reduce vehicle conflicts at junctions and can make drivers more aware of other traffic and form an attractive speed reducing feature.



### SPEED CUSHIONS

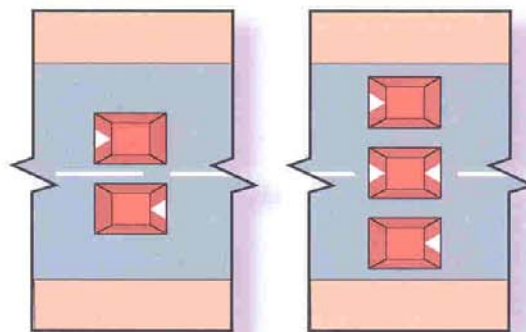
Speed Cushions are an effective means of reducing vehicle speeds and are less detrimental to the passage of larger service vehicles such as ambulances or refuse vehicles. They are preferred by the police and emergency services and have been used successfully across the borough. They are usually placed 70-80m apart for maximum effect. They are placed evenly apart so that vehicles maintain a constant speed, which helps to reduce pollution by cutting down on vehicle emissions.

### RAISED JUNCTIONS

These are a form of flat top road hump positioned at a road junction. They will be constructed 75mm high and raise the carriageway level close to the level of the adjacent footways.

The ramp gradients will be a minimum of 1:10 for effective speed reduction. Where kerb heights are in excess of 75mm high they will be ramped down at crossing places for pedestrians to provide a flush surface between the carriageway and the footway.

Tactile paving will be provided at these points to assist visually impaired persons crossing the road.





## Springfield Estate - 20 mph Zone APPENDIX A (continued)

### WHAT HAPPENS NEXT?

The proposed traffic calming measures overleaf will shortly be on display at:

**Oliver Goldsmith Primary School, Coniston Gardens, Kingsbury.**

Everyone is welcome to attend and comment on the proposals.

The display will take place on:

**Thursday 8th May 2003**

**between 4.00pm - 7.00pm**

**at Oliver Goldsmith Primary School, Coniston Gardens, Kingsbury.**

and on

**Saturday 10th May 2003**

**between 10.00am - 4.00pm**

Staff from Brent Council will be available on both dates to answer any queries you may have.

***Come and have your say!***

Your views on the proposals are important to us and therefore a questionnaire is enclosed with this leaflet for this purpose. I would be grateful if you could take the time to fill in the questionnaire and return the form to us by **Friday 24th May 2003** using the pre-paid postage provided. Please make sure you use the questionnaire provided to respond. Thankyou.

### ANY QUESTIONS?

If you have any comments or queries about the proposals, please contact :

Barry Philips by either telephone 020 8937 5147 or email [barry.philips@brent.gov.uk](mailto:barry.philips@brent.gov.uk)

Or

Brad Annakin by either telephone 020 8937 5143 or email [brad.annakin@brent.gov.uk](mailto:brad.annakin@brent.gov.uk)

Or

Write to the following address, marking your correspondence for the attention of Barry Philips.



London Borough of Brent  
Transportation Service Unit  
Brent House  
2nd Floor East  
349-357 High Road  
Wembley  
HA9 6BZ

**Springfield Estate - 20 mph Zone  
APPENDIX A (continued)**



**20 MPH ZONE – SPRINGFIELD ESTATE  
QUESTIONNAIRE**

Please check the address overleaf is yours, complete the questionnaire and return it to Brent Council, Transportation Service Unit by Friday 23<sup>rd</sup> May 2003 using the free pre paid postage provided on the reverse side of this form. There are notes for guidance to help you below.

1. Do you support the introduction of a 20-mph zone as shown on the attached plan to improve road and pedestrian safety in your area ?

Yes       No      (tick the appropriate box)

2. Have you any other ideas or comments specifically about the proposals? Please try to be brief .

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**Notes for guidance:**

- 1) Only a questionnaire issued by the Council should be used to respond to the consultation and no photocopies or other material will be counted,
- 2) If there are any errors in your form or you are aware that a neighbour or another person in the area has not received a questionnaire then the Traffic Management Section should be contacted on 020 8937 5132 or 5185 for assistance,
- 3) Your response is protected as required by the Data Protection Act and cannot be identified,
- 4) We will confirm receipt of your completed questionnaire.
- 5) **Please do not use glue or selotape to seal this questionnaire. Thank you.**

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 0181 937 1200.

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم  
 ہیرمان ٹاؤن ہال واقع فورٹی لین، ویمپلے میں ون اسٹاپ شاپ  
 سے پھر تا جمعہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر  
 0181 937 1200 پر رابطہ کریجئے۔

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી  
 પડતી હોય તો, મહેરબાની કરીને વન- સ્ટોપ શોપનો  
 સંપર્ક સાથ શો. તે વેબસાઇટ આને, ફોન લેઇનમાં, ટાઉન  
 હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ વુછી,  
 સોમવારથી શુક્રવાર.  
 ટેલિફોન: ૦૧૮૧-૯૩૭-૧૨૦૦

**English**

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें - वन-सटॉप शॉप, टाऊन हाल, फोर्टी लेन, वेंबली टेलीफोन 0181 937 1200

**Urdu**

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 0181 937 1200

**Gujarati**

જો તુહાનું ઇંચ અંગરેજી વિંચ સમજાવવા વિંચ મુશ્કિલ આઉંદી હૈ તાં કિરપા કરકે ઇંચનાં નાલ સોમવાર તોં શુક્રવાર તક સવેરે 9 વને તોં સામ 5 વને તક રાષ્ટર કરો: વૅન-સટૉપ શોપ, ટાઉન હાલ, ફોર્ટી લેન, વૅબલી ટેલીફોન 0181 937 1200

**Hindi**

**Somali**

**Punjabi**

Environmental Services, Transportation Service Unit, Traffic Management Section, Brent House,  
 349-357 High Road, Wembley, Middx, HA9 6BZ (Tel: 0208 937 5147), Fax: 0208 937 5129, E-mail: barry.phillips@brent.gov.uk