

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE

16th OCTOBER 2003

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:

Kenton Stonebridge Fryent

WALKING SCHEMES PROGRAMME 2003/2004

1.0 SUMMARY

- 1.1 This report informs members about the Walking 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 programme of walking 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 agrees to implement the schemes detailed in the report at paragraph 7 subject to any necessary statutory consultation.
- 2.4 That the Committee authorise 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 Walking Schemes based on the Borough Spending Plan submission for 2003/2004. Funding of £125,000 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 Walking schemes highlighted in the report.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The introduction of walking schemes provides improved pedestrian facilities and fosters an environment conducive to encouraging greater number of people to walk over reasonably short journeys. These measures will improve pedestrian safety in the locations treated and reduce the frequency of road traffic accidents involving vulnerable pedestrian's particularly elderly persons and school children.

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 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 Section 68 of the Highways Act 1980 permits the Council to make Pedestrian Refuges in the highway. This does not require statutory consultation.
- 6.4 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 walking projects based on the Borough Spending Plan (BSP) submission for 2003/2004. A budget of £125,000 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
Acton Lane / Winchelsea Road / Mordaunt Road, Stonebridge	New pedestrian phase incorporated into existing signals.	£35,000
Woodcock Hill, Kenton	Entry treatments and pedestrian refuge, speed cushions	£40,000
Kingsbury Road (between Stag Lane / Old Kenton Lane)	New series of pedestrian refuges	£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 The Boroughs walking schemes aim to improve conditions for people walking to and from key destinations such as schools, shopping areas, local public transport areas and recreational facilities. The walking schemes which we promote satisfy the Mayor's vision to make London one of the world's most walking friendly cities by 2015. This vision forms an integral part of the Mayor's Transport Strategy. The key objectives of the schemes are therefore to:
- Providing improved access to key locations
 - Improving travel choice and quality
 - Providing transport to particular needs
 - Promoting movement that improves air quality
 - Foster a Transport system to protect the environment
 - Promoting Health
- 7.4 Walking is a sustainable, flexible and healthy activity, frequently overlooked as a viable mode of transport. Many journeys can be made entirely on foot and all journeys involve walking at some stage. It is a key objective of the Council to ensure that people that want to walk can do so in safe , `walking environments` i. e. those that present no physical obstacles to those of all mobility levels and provide direct access to meet pedestrian desire lines.
- 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 Walking Schemes.

Scheme development process

- 7.6 All the schemes in the walking programme are localised measures and involve essential and necessary amendments to the highway network to improve road safety for pedestrians. The scheme development work is focussed on improving facilities for pedestrians by introducing new facilities such as pedestrian refuges or through upgrading existing signalised junctions by incorporating dedicated pedestrian phases to allow
- 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.

Woodcock Hill, Kenton

- 7.8 A scheme has been designed for Woodcock Hill, Kenton. The main problems in this location are the high numbers of pedestrians crossing in the vicinity of St Gregory's Secondary School and general lack of pedestrian crossing points in Woodcock Hill. The scheme will include the following measures:

- Introduce two entry treatments, one at the junction of Sedgcombe Avenue and the other at the Donnington Road with Woodcock Hill.
- Speed cushions on the approaches to reduce vehicle speeds prior to the new pedestrian refuge.
- Introduce waiting restrictions at these junctions to remove dangerous parking and improve visibility for all road users.
- A new pedestrian refuge in Woodcock Hill to assist pedestrians adjacent to the school entrance.

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

Acton Lane / Winchelsea Road / Mordaunt Road NW10

- 7.9 A scheme has been designed to improve pedestrian facilities at the Acton Lane / Winchelsea Road junction. The scheme will include the following measures:

- Introduce a pedestrian phase at Winchelsea Road approach and modify the existing traffic Island to improve safety of pedestrians.
- Improve existing footway surface and provide tactile paving at crossing points to assist partially sighted people.
- Introduce waiting restrictions at these junctions to remove dangerous parking and improve visibility for all road users.
- Construct an Entry Treatment at Mordaunt Road junction with Winchelsea, to reduce speed and facilitate crossing for wheel chair users.

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).

Kingsbury Road, NW9 (between Stag Lane / Old Kenton Lane)

- 7.10 A scheme has been designed for Kingsbury Road, NW9. The main problems in this location are the lack of adequate crossing points along Kingsbury Road between Stag Lane / Old Kenton Lane to assess local bus stops, the park and local schools in the area.

- The scheme involves the construction of two pedestrian refuges along this stretch of Kingsbury Road to improve access to local amenities, bus stops and schools in the area.

Appendix C provides details of the scheme. The scheme is under construction at the moment and should be completed shortly.

Authorisation of authority to officers to approve schemes

- 7.11 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.
- 7.12 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.
- 7.13 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.

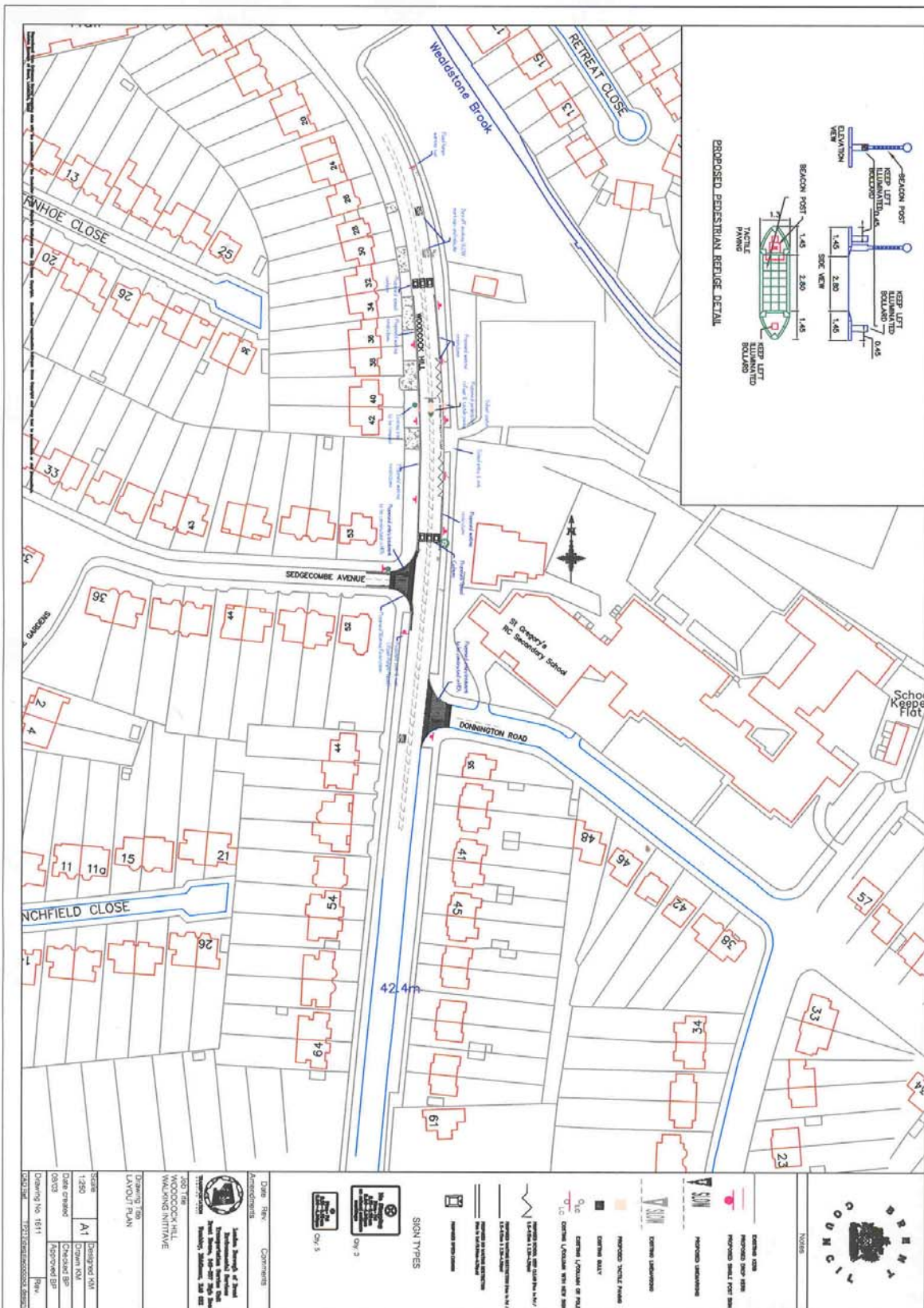
8.0 Details of Documents:

Project Files TP 213,217,218

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

APPENDIX A



Walking Schemes Programme 2003/2004
APPENDIX A (continued)

**TRANSPORTATION
SERVICE UNIT**

Your ref :
Our ref : KMc / TP218

Owner/Occupier

**2ND FLOOR WEST
BRENT HOUSE
349 - 357 HIGH ROAD
WEMBLEY
MIDDLESEX HA9 6BZ**

**FAX : 020 8937 5129
PHONE : 020 8937 5132
Email : Kent
.McNaughten@brent.gov.uk
CONTACT : Kent McNaughten
DATE : 27 August 2003**

Dear Resident,

In line with the Governments campaign to reduce road traffic accidents and to provide and promote safer walking, the Transportation Unit intends to construct two raised entry treatments and a pedestrian refuge on Woodcock hill adjacent to St Gregory's High School.

The scheme reflects our continuing commitment to improve road safety and reduce the number of personal injury accidents which is in accordance with the transport strategy set by the mayor of London.

This scheme has been developed as part of the safer walking initiative, and is intended to slow traffic approaching the junctions with Donnington Road and Sedgcombe Avenue and to assist children to safely cross Woodcock Hill, particularly during peak traffic flows.




For your information, a plan of the proposal is shown on the reverse side of this page. Should you have any queries or comments relating to the proposed scheme I would be grateful if you would contact Mr Kent McNaughten on the telephone number shown above.

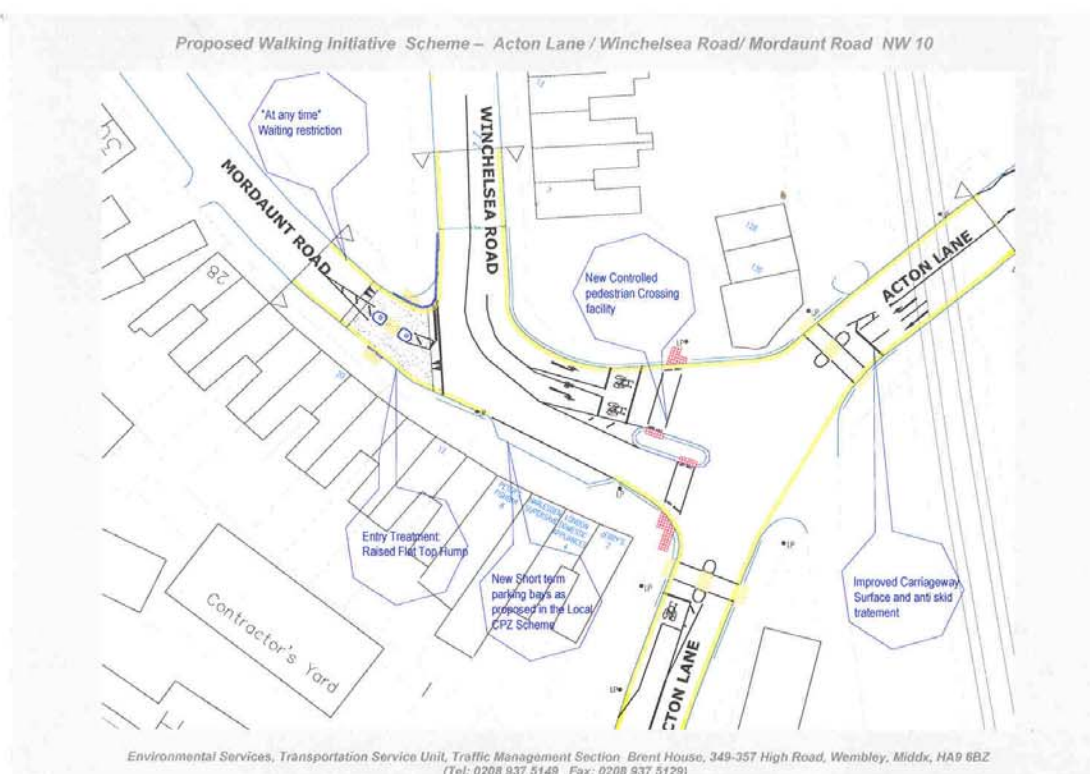
Yours sincerely

Barry Phillips
Team Leader - (Traffic Management)

Walking Schemes Programme 2003/2004

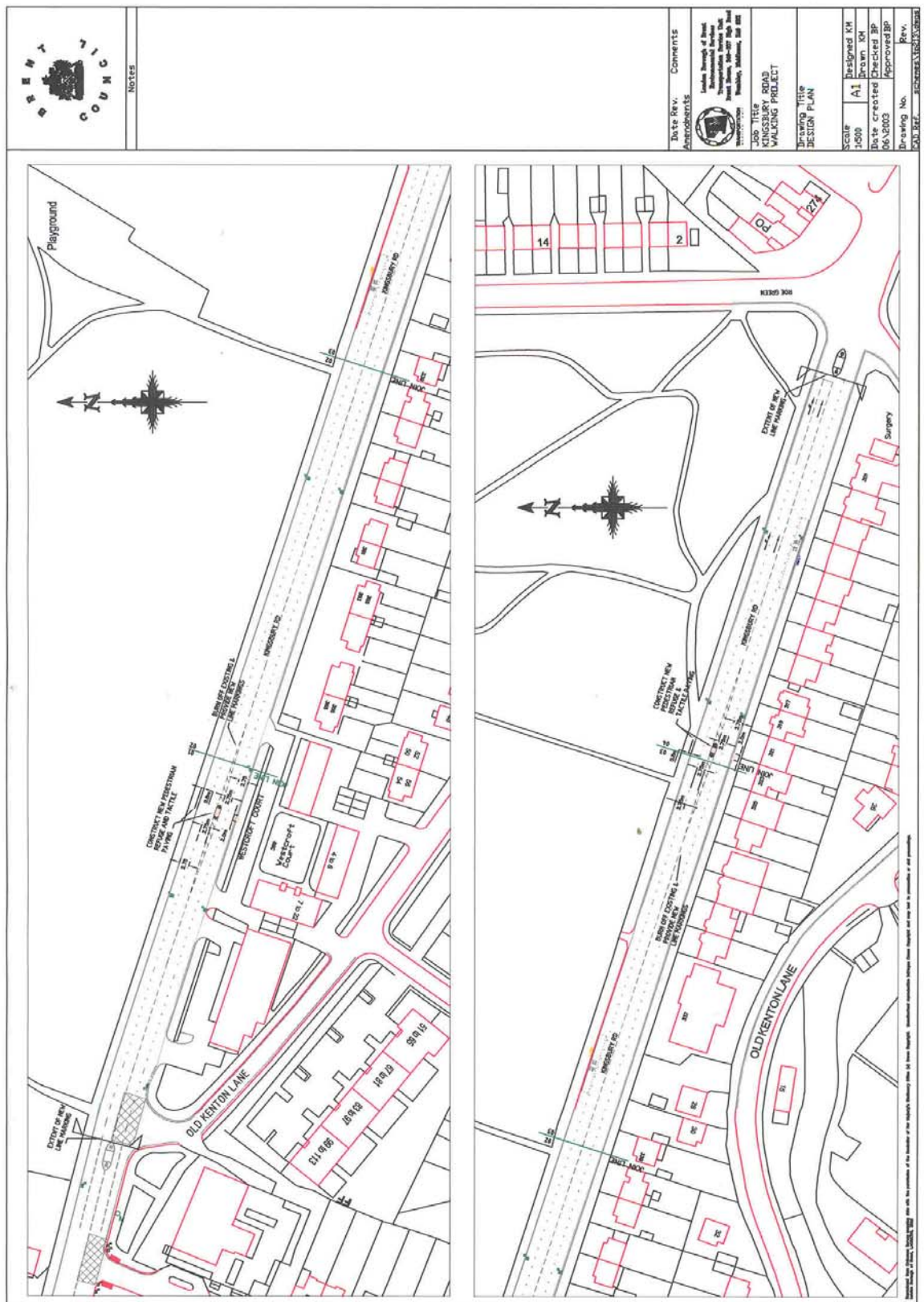
APPENDIX B

<p></p> <p>Proposed Walking Initiative Scheme Acton Lane / Winchelsea Road / Mordaunt Road Harlesden NW10</p> <p>PUBLIC CONSULTATION July 2003</p>	<p>INTRODUCTION</p> <p>In line with the Governments campaign to reduce road traffic accidents and provide safer and sustainable modes of transport, the Transportation Unit intends to introduce a walking scheme at the above junction.</p> <p>The scheme reflects the Mayor's vision to make London one of the world's most walking friendly cities by 2015. This vision forms an integral part of the Mayor's Transport Strategy.</p> <p>Walking as a means of transport is a viable, alternative, healthy and environmentally friendly activity.</p> <p>Research shows there are many factors that discourage people from walking. These include concerns about traffic volume, air quality, road safety, personal security, lack of information and the poor quality of the street environment.</p> <p>Walking is rejected as a mode of transport because London's streets are seen as unsafe, unattractive, dirty, cluttered, inconvenient, badly maintained, poorly lit and difficult to cross. In addition, people with disabilities often find their needs have not been considered.</p> <p></p> <p>Winchelsea Road - High risk to pedestrians</p> <p>The junction of Acton Lane and Winchelsea Road lacks an essential crossing facility for pedestrians who frequently walk to Harlesden Station and the local schools and amenities.</p> <p>PROPOSALS</p> <p>Having analysed the data and considered the problems the Transportation Unit has developed a scheme which includes the following proposals:</p> <ul style="list-style-type: none"> • Introduce a pedestrian phase at Winchelsea Road approach and modify the existing traffic island to improve safety of pedestrians. • Improve existing footway surface and provide tactile paving at crossing points to assist partially sighted people. • Introduce waiting restrictions at these junctions to remove dangerous parking and improve visibility for all road users. • Construct an Entry Treatment at Mordaunt Road junction with Winchelsea, to reduce speed and facilitate crossing for wheel chair users. <p><small>(A plan of the scheme can be seen on the reverse side of this leaflet).</small></p> <p>CONSULTATION</p> <p>Your views regarding the above proposals are important to us and we would be grateful if you could complete and return the attached questionnaire using the pre paid postage provided by Friday 18th July 2003.</p> <p> David Eaglesham Head of Traffic Management</p>
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Walking Schemes Programme 2003/2004

APPENDIX C



Walking Schemes Programme 2003/2004
APPENDIX C

**TRANSPORTATION
SERVICE UNIT**

Your ref :
Our ref : KMc / TP218

Owner/Occupier

3RD FLOOR WEST
BRENT HOUSE
349 - 357 HIGH ROAD
WEMBLEY
MIDDLESEX HA9 6BZ

FAX : 020 8937 5129
PHONE : 020 8937 5143
Email : Kent
.Mcnaughten@brent.gov.uk
CONTACT : Kent McNaughten
DATE : 26th June 2003

Dear Resident,

RE: KINGSBURY ROAD - INTRODUCTION OF PEDESTRIAN REFUGES

In line with the Governments campaign to reduce road traffic accidents and to provide and promote safer walking, the Transportation Unit intends to provide two additional pedestrian refuges on Kingsbury Road.

This scheme has been developed as part of the safer walking initiative, and is intended to assist children and adults to safely cross this busy road particularly during peak traffic flows.

The location of the pedestrian refuges are shown on the enclosed plan and have been chosen so as they do not to adversely effect the existing access to residential properties along Kingsbury Road.

The construction of the new pedestrian refuges will commence in August and every effort will be made to avoid any inconvenience to local residents while the works are in progress.

Should you have any queries or comments relating to the proposed measures, I would be grateful if you would contact me on the telephone number shown above.

Yours sincerely

Kent McNaughten
Engineer - (Traffic Management)