

## LONDON BOROUGH OF BRENT

### HIGHWAYS COMMITTEE 20<sup>th</sup> APRIL 2004

REPORT NO : /04 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:  
Kensal Green

#### PETITION - ALL SOULS AVENUE , HARLESDEN OBJECTION TO LOCAL SAFETY SCHEME

### 1.0 SUMMARY

1.1 This report is being presented to inform Members that a petition has been received by the Council from local residents objecting to the installation of three speed platforms at junctions proposed as a part of a local safety scheme in All Souls Avenue, Harlesden

### 2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That committee notes the four modifications agreed to be made to the scheme as a result of a meeting on the 17<sup>th</sup> March 2004 between petitioners, councillors and officers to resolve the concerns of the petitioners.
- 2.3 That Committee endorses the decision made at the meeting held on the 17<sup>th</sup> March 2004 to proceed with implementing the All Souls Avenue local safety scheme as amended in recommendation 2.2.

### 3.0 FINANCIAL IMPLICATIONS

- 3.1 Funding of £50,000 has been allocated by Transport for London for a Local Safety Scheme in All Souls Avenue on the basis of a successful Borough Spending Plan submission for 2003/2004. The funding has to be utilised in the 2003/2004 financial year and TfL will not grant any time extensions for using this funding or any additional funding to make changes to the scheme.
- 3.2 Any approved amendments to the original scheme will have to be funded from revenue funding or section 106 funds.

### 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 The road hump measures as part of the scheme have been subject to sections 90A to F under the Highways Act 1980 and required the Council to undertake prescribed consultation and consider objections and place statutory notices.

## **7.0 DIVERSITY IMPLICATIONS**

7.1 All public consultation material distributed included a section written in the most common languages used in the Borough with an explanation of how more information about proposals could be obtained.

## **8.0 DETAIL**

### **Introduction**

8.1 A petition received by Democratic Services in March 2004 has been checked and satisfied the Council's standing orders requirement for a minimum of 50 signatures requiring it to be considered by the Committee. The petition states that "*We the undersigned, strongly object to the proposed plans to install a large speed hump at the following junctions in All Souls Avenue: Doyle Gardens, Holland Road and Philmore Gardens. We would possibly agree to small cushioned humps, approaching each road junction (as recently installed in Salusbury Road, NW6 which is a much busier road than All Souls Avenue.)* "

8.2 The All Souls Avenue local safety scheme forms a part of the Council's Local Safety Schemes programme 2003/04. 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 with the emphasis on identifying accident trends which can be treated by engineering improvements. Engineering measures are therefore developed exclusively on that basis.

8.3 The national accident reduction targets set by the Government 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. Our programme of local safety schemes in recent years has been very effective and we aim to continue the downward accident trend through the delivery of high quality accident remedial schemes in order to achieve the targets set by the Government to reduce the number of road traffic accidents involving death or serious injuries nationally by 40% by the year 2010.

- 8.4 Members should be aware that The Council has a statutory duty to manage and maintain the highway and be responsible for road safety under section 39 of the Road Traffic Act 1988. All highway authorities therefore have this responsibility and are required too undertake investigations into the causes of traffic accidents and to take necessary remedial action to provide a safe highway for the travelling public.
- 8.5 A comprehensive study of the traffic conditions in All Souls Avenue showed that during the period between January 2000 and January 2003 there were a total of 17 reported personal injury accidents consisting of 15 Slight injuries, 1 Serious injury and 1 Fatal.
- 8.6 A detailed analysis of the personal injury accidents along All Souls Avenue clearly indicated that a significant number of accidents occurred at junctions with turning movement conflicts. Therefore consideration was given to the most appropriate accident prevention measure to reduce the number of accidents occurring at these junctions and a scheme using speed platforms was developed. Officers consider that the use of speed platforms in order to moderate vehicle speeds at these locations where vehicle interaction is at its greatest has the highest impact on reducing junction conflicts and is the most successful measure.
- 8.7 Details of the scheme proposals can be seen in Appendix A. The main considerations taken into account for pursuing this particular scheme design are as follows:
- The Fire Service, bus operators and the Police were consulted regarding these proposals and have indicated a preference for the introduction of speed platforms at the junctions as opposed to speed cushions. These are statutory consultees whose views are important to the operational success of the scheme.
  - Previous experience with other schemes using speed platforms in the borough which demonstrated similar accident problems have proven this to be a very effective measure. Lydford Road in Willesden for example has reduced its rate of injury accidents from 9 in three years to 0.
  - A similar scheme using speed platforms is being implemented in Wrottesley Road which connects with All Souls Avenue. Both roads form a part of the network of local distributor roads in this area and carry a similar level of traffic. In order to maintain a balance and prevent displacement of traffic it is necessary to keep the measures consistent to ensure that no problems are created as a consequence of implementing the scheme.
  - The benefits of raised platforms at junctions include highlighting the junction to motorists through changes in layout, moderating all vehicle speeds on all the approaches to the junction which allows traffic at the junction to interact at an appropriate speed (particularly turning traffic) and to improve the sightline and vision requirements of traffic entering the main road.
  - Speed platforms reduce the speed of all vehicles including powered two wheelers such as motorcycles (powered two wheelers can drive through the gaps between

speed cushions). This is important to note as there has been a significant increase in accidents involving motor cycles across London in the last few years.

- 8.8 The scheme was subject to public consultation and a leaflet and comment sheet was sent out in accordance with procedures adopted by the Highways Committee in March 2003. All properties in All Souls Avenue were sent an information leaflet which was posted out using addresses from the Council's properties database in December 2003. As an essential scheme addressing road safety issues, only comments were requested from local residents which were reviewed by the design engineers to refine scheme designs rather than change designs.
- 8.9 A statutory notice was subsequently erected giving notice of the introduction of the humps and the petition was received during the 3 week period of notice for comments or representations.
- 8.10 At the time the petition was received there was no scheduled Highways Committee available before the end of the financial year to consider this issue. As a consequence the Chair of the Highways Committee and local ward members were notified of the petition immediately and a meeting subsequently held on 17<sup>th</sup> March 2004 with the lead petitioners, the Chair of the Highways Committee, local ward members and officers from the Transportation Unit.
- 8.11 Following lengthy discussions regarding the design of the scheme the Chair of the Highways Committee and local ward members agreed that officers proceed with the local safety scheme with four concessions as follows:
1. The speed platforms be constructed with a reduced height of 75mm (3") as opposed to the maximum permissible height of 100mm (4"). The ramp gradients be constructed to an increased maximum length of 1000mm instead of 750mm.
  2. The Transportation Unit consider introducing additional speed reducing features such as speed cushions in All Souls Avenue at suitable locations however this would be subject to further consultation with local residents and would not form part of this scheme.
  3. The Transportation Unit consider additional signing to highlight to motorists the presence of the speed platforms at junctions in All Souls Avenue.
  4. The Transportation Unit consider a request for a controlled "zebra" pedestrian crossing in All Souls Avenue near the junction of Doyle Gardens however this would be subject to further consultation with local residents and would not form part of this scheme.
- 8.12 Officers therefore recommend that Committee endorses the earlier decision to proceed with the installation of the All Souls Avenue local safety scheme including the four amendments detailed above.

## **9.0 Details of Documents:**

Project Files TP 206,

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**

# Petition - All Souls Avenue , Harlesden - Objection to Local Safety Scheme

## APPENDIX A

