

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE 2004

REPORT NO : /04 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:
ALL WARDS

LOCAL SAFETY SCHEMES PROGRAMME 2004 / 2005

1.0 SUMMARY

- 1.1 This report informs members about the Local Safety Schemes programme for this financial year 2004/05 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 2004/05 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 2004/2005. Funding of £715,000 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 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 Funding has been allocated by Transport for London for Local Safety Schemes based on the Borough Spending Plan (BSP) submission for 2004/2005. A budget of £715,000 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
Walm Lane / Station Parade	Improvements to pedestrian crossing	£40,000
Harrow Road / Furness Road	Traffic calming	£40,000
Cricklewood Bdy / Chichele Road / Oaklands Road	Junction improvements	£60,000
Cricklewood Bdy / Longley Way / Temple Road	Junction improvements	£45,000
Dudden Hill Lane / Dollis Hill Lane / Neasden Lane	Local road safety measures	£80,000

Edgware Road / Dollis Hill Lane / Gladstone Park Gardens	Junction improvement	£40,000
Willesden High Road / St Andrews Road / Huddleston Road	Entry treatment	£35,000
Wembley High Road / Wembley Hill Road / Thurslow Gardens	Local road safety measures	£275,000
Bridgewater Road / Manor Farm Road / Whitton Avenue East	Local road safety measures	£100,000

8.2 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.

8.3 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.”*

8.4 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.

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

- 8.6 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.
- 8.7 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

- 8.8 Advance scheme development work has commenced on one project in the programme to date.

Walm Lane / Station Parade – Local safety scheme

- 8.9 A proposal to introduce kerb extensions at the existing zebra crossing outside Willesden Green tube station has been designed to assist pedestrians crossing at this busy location where there have been a number of pedestrian accidents. Appendix A provides draft details of the scheme proposals. (Implementation due July –September 2004).

Authorisation of officers to approve schemes

- 8.10 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.

- 8.11 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.
- 8.12 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 2005 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.

9.0 Details of Documents:

Project Files TP 292,

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

