

## LONDON BOROUGH OF BRENT

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

REPORT NO: /04 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARD  
Queensbury

#### PETITION – TRAFFIC MANAGEMENT MEASURES IN LEYBOURNE ROAD KINGSBURY

### 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 concerning their request for traffic management measures to be introduced in Leybourne Road, Kingsbury.

### 2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the investigations undertaken by officers.
- 2.3 That Committee approves in principle the proposed traffic management measures detailed in the report to and agrees to proceed to public consultation.

### 3.0 FINANCIAL IMPLICATIONS

- 3.1 The cost of investigations and any engineering measures relating to the petition will be accommodated within the Transportation Units revenue budget allocation for 2004/2005.
- 3.2 The estimated implementation cost of the scheme detailed in the report is approximately £10,000.

### 4.0 LEGAL IMPLICATIONS

- 4.1 The one way working proposed as part of the scheme will require the making of a traffic regulation order 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.
- 4.2 The proposed road hump measures as part of the scheme would be subject to sections 90A to F under the Highways Act 1980 and will require the Council to undertake prescribed consultation and consider objections and place statutory notices.

## **5.0 ENVIRONMENTAL IMPLICATIONS**

- 5.1 The introduction of traffic engineering measures could help to improve road safety for all road users in the area.

## **6.0 STAFFING IMPLICATIONS**

- 6.1 The Council's Transportation Service Unit will deal with all issues relating to the petition.

## **7.0 DIVERSITY IMPLICATIONS**

- 7.1 All public consultation material used in public consultations includes a section written in the most common languages used in the Borough with an explanation of how more information about proposals can be obtained.

## **8.0 BACKGROUND**

- 8.1 A petition was delivered by hand on 24<sup>th</sup> February 2004 to the Transportation Unit concerning traffic conditions on Leybourne Road, Kingsbury. The petition states that *"We the undersigned residents of Leybourne Road suggest a one way traffic system from Honeypot Lane to Berkeley Road. An excessive amount of traffic use Leybourne, the service roads and grass area (previously allotments) as rat runs from Berkeley Road to Honeypot Lane. Residents often have difficulty accessing Leybourne Road with bumper to bumper two way traffic congestion. Traffic calming measures are needed to reduce vehicle speeds. Motorists travelling at unsafe speed along the above routes cause safety hazards."*
- 8.2 Leybourne Road is a narrow residential street located between Honeypot Lane and Berkeley Road, Kingsbury. Members may recall that Berkeley Road was made one way in a southerly direction towards Kingsbury Road as part of a local safety scheme in 2002/03. A short stretch of two way traffic in Berkeley Road was however maintained between the junction of Kingsbury Road and the rear of the Kingsbury Road shops for access. Appendix A shows a location plan.
- 8.3 Following receipt of the petition a detailed accident analysis was undertaken of all the personal injury accidents that have occurred in Leybourne Road within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas. This revealed that no personal injury accidents have occurred within the last three years.
- 8.4 On site observations in Leybourne Road have confirmed, however, that due to the narrow width of the carriageway and the high concentration of parked vehicles, delays and congestion are occurring regularly in this location. This has a particularly adverse effect on local residents and potentially on the emergency services wishing to access the area. It was also noted that Leybourne Road was used as a shortcut by through traffic mainly in a westerly direction to avoid congestion at Kingsbury Circus particularly during peak times.

- 8.5 Although the majority of vehicles travelling through Leybourne Road were recorded within the 30 mph speed limit it should be noted that significantly lower speeds would be more suitable to the environmental conditions particularly the narrowness of the carriageway. The density of on-street parked vehicles can reduce lane width sufficiently to allow only one vehicle to pass at any given time. Details of the traffic surveys undertaken are shown in Appendix B.
- 8.6 Observations have also showed that there was evidence that some vehicles ignore the “no entry” signs in Berkeley Road and drive against the one way operation along Berkeley Road in order to continue their journey along Leybourne Road into Honeypot Lane avoiding the congestion in Kingsbury Circus. This potentially dangerous situation could lead to conflict at the junction and the potential for accidents.
- 8.7 Unfortunately our assessments have indicated that the problems in Leybourne Road are not sufficiently severe to warrant inclusion in the Borough Spending Plan as a local safety scheme. It is important to understand that most of the funding available to the Transportation Unit has been received from Transport for London (TfL) through successful bids for initiatives which satisfy the Mayor for London's transport strategy and work priorities. Currently in order for a local safety scheme to successfully receive funding it must demonstrate a significant problem with personal injury accidents and demonstrate a potential for those accidents to be reduced through the introduction of engineering measures. It is quite clear that we would not be able to make a case to TfL on the basis of the facts we have established in Leybourne Road. Therefore if a scheme were to be progressed here it would need to be as a traffic environmental scheme designed to mitigate the effect of through traffic on the local environment not as a local safety scheme. Consequently the source of funding for a project would need to be from the Transportation service Unit's revenue budget.
- 8.8 Having carefully considered the concerns raised in the petition by local residents and in order to improve vehicle access officers recommend that Leybourne Road be made one way in an easterly direction. The cost of the improvements would be relatively minor and the benefits for local people quite significant. The main safety benefits would be to eliminate any potential conflict with traffic turning right out of Leybourne Road into Honeypot Lane, to reduce the quantity through traffic using Leybourne Road as a short cut, to improve access for local residents and the emergency services, to discourage vehicles from disobeying the “no entry” signs in Berkeley Road and to eliminate conflict at the Leybourne Road junction. The introduction of one way streets can often lead to an increase in traffic speeds and the proposal includes speed cushions within the design to moderate vehicle speeds to an appropriate speed. Appendix C shows details of the scheme proposed.
- 8.9 It is recommended that officers from the Transportation Service Unit consult with local residents in Leybourne Road on the proposals detailed in Appendix C. If the results of consultation demonstrate majority support for the scheme then Officers will proceed to statutory consultation in order to implement the scheme on a permanent basis subject to prior consultation with ward councillors. If the results of consultation are inconclusive then a report will be brought to a future meeting of the Committee.

## **9.0 BACKGROUND INFORMATION**

### **Details of Documents:**

Petition and covering letter.

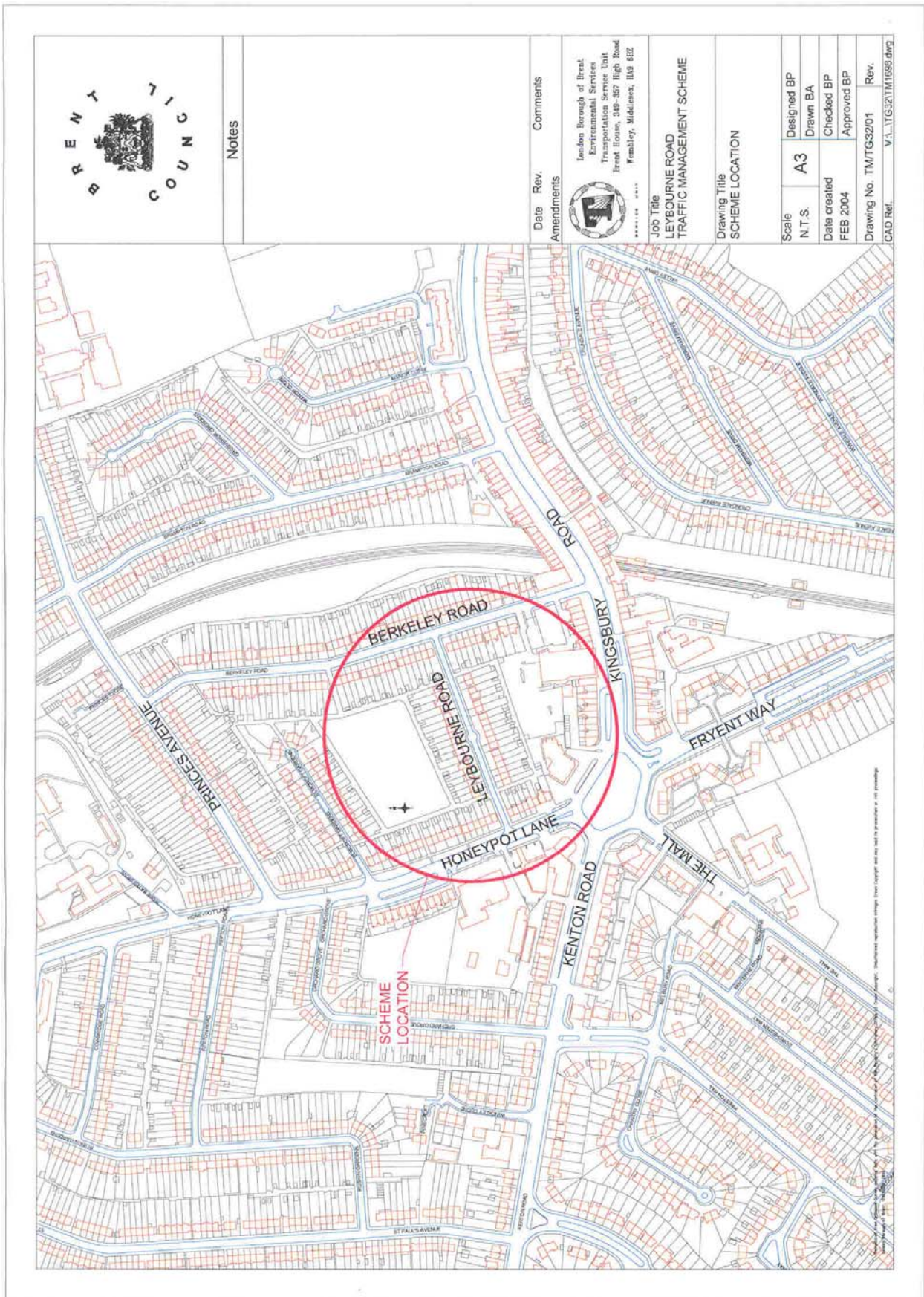
Any person wishing to inspect the above papers should contact Barry Philips, Traffic Team Leader, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,

Telephone: 0208 937 5147

**Richard Saunders**

**Director of Environment**

# Petition – Traffic Management Measures in Leybourne Road Kingsbury APPENDIX A

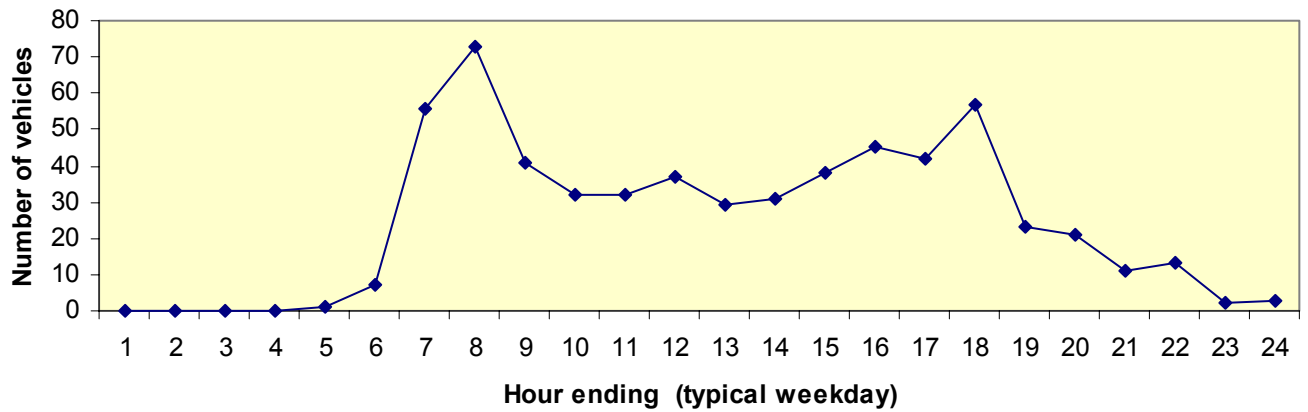


Notes

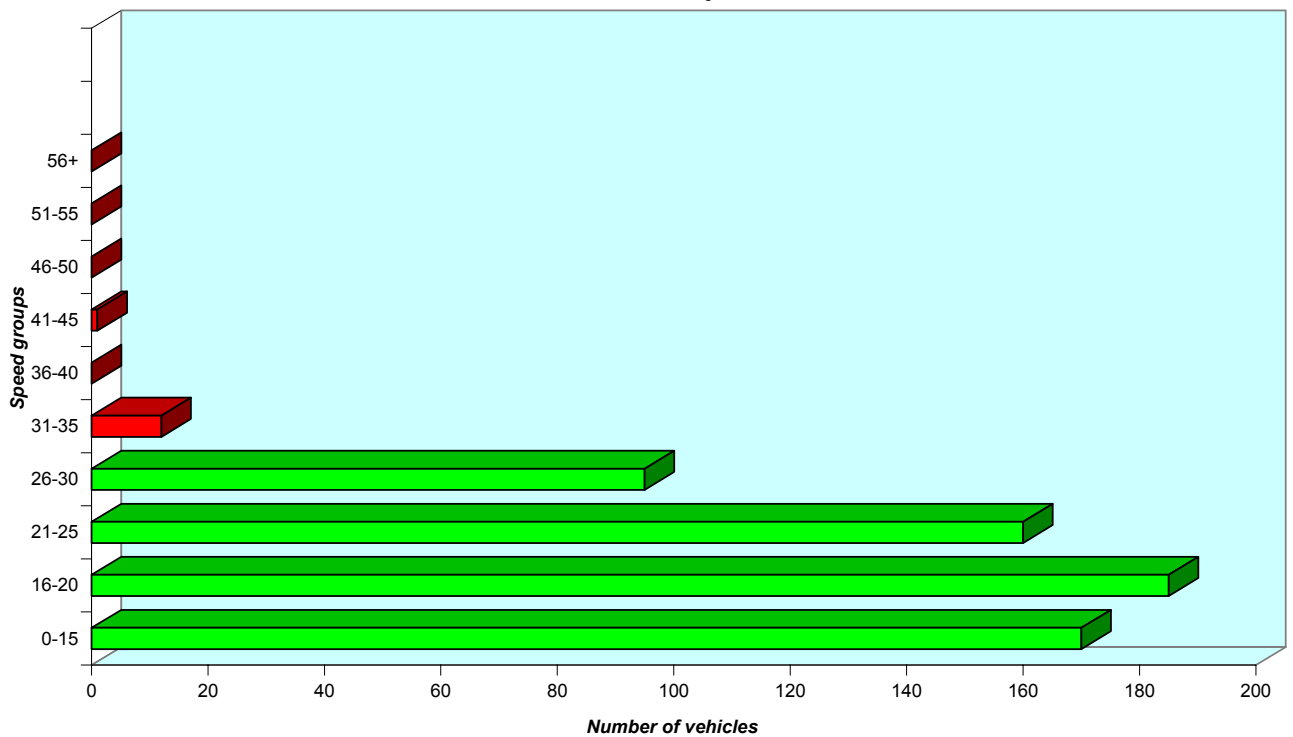
Date	Rev.	Comments
		London Borough of Brent Environmental Services Transportation Service Unit Brent House, 349-357 High Road Framley, Middlesex, HA9 6JZ
<p><b>Amendments</b></p> <p><b>Job Title</b> LEYBOURNE ROAD TRAFFIC MANAGEMENT SCHEME</p> <p><b>Drawing Title</b> SCHEME LOCATION</p>		
<b>Scale</b>	<b>N.T.S.</b>	<b>Designed BP</b>
	<b>A3</b>	<b>Drawn BA</b>
<b>Date created</b>	<b>FEB 2004</b>	<b>Checked BP</b>
		<b>Approved BP</b>
<b>Drawing No.</b>	<b>TM/MTG32/01</b>	<b>Rev.</b>
<b>CAD Ref.</b>	<b>V:\_ITG32\TM1658.dwg</b>	

**Petition – Traffic Management Measures in Leybourne Road Kingsbury  
APPENDIX B**

**Leybourne Road - Average week- day hourly traffic flows  
13th - 20th February 2004**



**Leybourne Road, - Average daily traffic speeds ( recorded for one week)  
13th - 20 th February 2004**



# Petition – Traffic Management Measures in Leybourne Road Kingsbury APPENDIX C

