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Extension : 5147

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Committee : Highways Committee

Above **Below**

Date : 15th JUNE 2004

Confidential Line

Report Title :	PETITION RELATING TO REQUEST FOR TRAFFIC CALMING MEASURES IN VILLAGE WAY, NEASDEN
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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 15th JUNE 2004

REPORT NO : /04 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARD
Welsh Harp

PETITION - REQUEST FOR TRAFFIC CALMING MEASURES IN VILLAGE WAY, NEASDEN

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 the speed of traffic in Village Way, Neasden

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 notes that a 20 mph zone is proposed for the Village Way area that will include traffic calming measures and is scheduled for completion this financial year as part of a Safer Routes to School initiative which has already been approved at a previous Highway Committee.

3.0 FINANCIAL IMPLICATIONS

- 3.1 Funding has been allocated by Transport for London for Safer Routes to School schemes on the basis of the Borough spending Plan submission for 2004/2005. Funding of £195,000 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 Safer Routes to School Programme.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The Road Traffic Reduction Act 1997 requires Local Authorities to review existing traffic levels and forecast future levels of traffic on local roads. Safer Routes to School links directly into the Council's road traffic reduction strategy and will contribute to the reduction of traffic on the highway.

- 5.2 The provision of safety features within children's routes to school, including near school entrances, are an essential requirement in the Council's bid to encourage children to walk to school in a safe and managed environment, in accordance with the Safer Routes to School objectives. This will lead to a reduction in the number of car borne trips, reduce parking problems outside schools, contribute to reducing air pollution in the environment and raise the levels of health and fitness of individual pupils.
- 5.3 The resulting reduction in any traffic movement and traffic speeds will reduce the number of road traffic accidents and generally improve road safety for all road users.

6.0 LEGAL IMPLICATIONS

The proposals are to introduce 20mph Zone surrounding St Margaret Clitherow School. This will involve a change to the existing speed limit and some waiting restrictions in these areas and 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.

- 6.1 The required Road hump measures which form part of the mentioned scheme 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. The one way working as part of the safer routes to school scheme will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984

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 BACKGROUND

- 8.1 A petition was sent to the Transportation Unit on 28th April 2004 concerning traffic conditions on Village Way, Neasden. The number of signatures on the petition meets the requirements of the Council's standing orders. The petition states that *"We the undersigned call for the Council to investigate the possibility of traffic calming measures to control the speed of vehicles from the North Circular Road to Village Way and surrounding areas."*
- 8.2 Members may recall that officers from the Transportation Unit presented a report at the previous Highway Committee on 20th April 2004 detailing our proposals for a 20 mph zone in and around the Village Way area as detailed in Appendix A. This project is being funded through an allocation from Transport for London for Safer Routes to School (SRS) schemes based on the Borough Spending Plan submission for 2004/2005. A budget of £195,000 has been approved for this financial year within the Capital Programme.

- 8.3 The proposals include a 20 mph zone scheme that incorporates speed reducing features on the estate roads which include and encompass Village Way. One way streets are also proposed in Quainton Street and Verney Street as part of the scheme design. Consultation leaflets have been circulated to all residents on the estate recently and included a free pre-paid return questionnaire and comment form for local residents to express their views about the scheme before 7th June 2004. Appendix B shows the public consultation document distributed to residents in the Village Way area, which includes details of the scheme design and is self-explanatory.
- 8.4 Details of the results of the consultation will be reported verbally at the Committee. In addition plans of our proposals will be displayed at the Committee meeting for information.
- 8.5 The scheme includes traffic calming measures in Village Way and the surrounding streets and proposals for one way streets in Quainton and Verney Street and this would address the concerns raised by the petitioners in their petition.

9.0 BACKGROUND INFORMATION

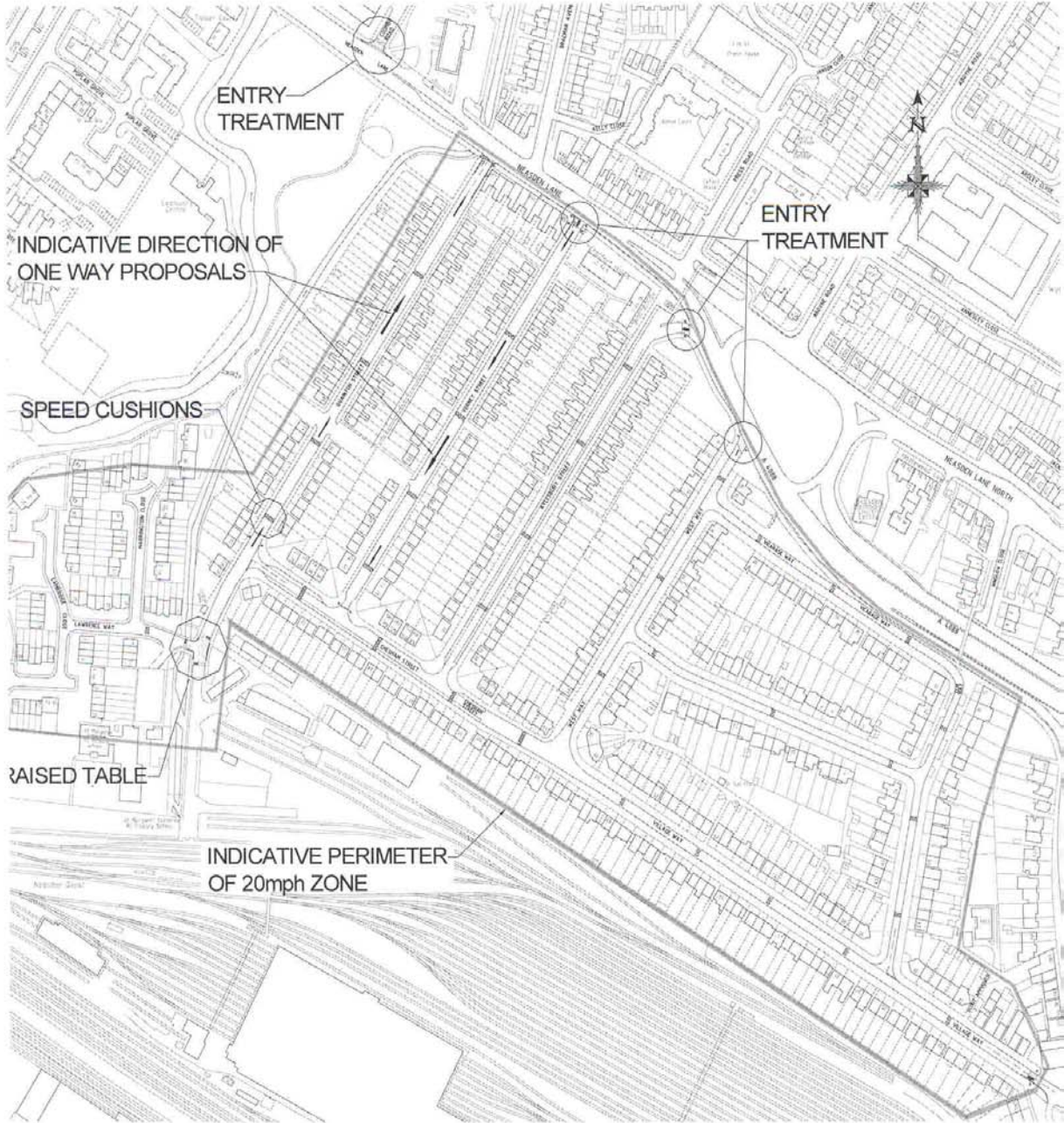
Details of Documents:

Petition and covering letter dated

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

Safer Routes to School Programme 2004/2005
APPENDIX A



Highways Committee
15th June 2004

Version 1.0
11th May 2004

APPENDIX B

St Margaret Clitherow Safer Routes to School Scheme 20 mph Zone (including Quainton Street / Verney Street One Way proposals) QUESTIONNAIRE

Please check the address overleaf is yours, complete the questionnaire and return it to Brent Council, Transportation Service Unit by Monday 7th June 2004 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 the 20 mph Road Safety Scheme as shown on the attached plan to improve road and pedestrian safety within these roads?

Yes No (tick the appropriate box)

2. Do you support the introduction of a One Way system in Quainton Street and Verney Street on an 18 month experimental period? These proposals would result in access on to Neasden Lane from Quainton Street only and from Neasden Lane into Verney Street as shown on the enclosed leaflet. All other roads within the estate remain unchanged.

(Prior to the completion of the 18 month period resident will have the opportunity to decide whether the one way system will stay in place or be removed)

Yes No (tick the appropriate box)

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

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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 020 8937 1200

اگر آپ کو لے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم
مہرمانی ٹاؤن ہال واقع فورٹی لین، ویمبلی میں ون اسٹاپ شاپ
سے پھر تا بعد صبح 9 بجے شام 5 بجے تک ٹیلیفون نمبر
پر رابطہ کیجئے۔ 020 8937 1200

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુ-
શ્કલી હોય તો, મહેરમાની કારીને વન- સ્ટોપ
સંપર્ક સાધશો. તે વેમબલી ખાતે, ફોર્ટી લેન-ના
હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫
સોમવાર થી શુક્રવાર.
ટેલિફોન: ૦૨૦૬-૮૩૭-૧૨૦૦

English

Urdu

Gujarati

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 020 8937 1200

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 020 8937 1200

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਅੰਗਰੇਜ਼ੀ ਵਿਚ ਸਮਝਣ ਵਿ-
ਆਉਂਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਹਨਾਂ ਨਾਲ
ਤੋਂ ਸ਼ੁੱਕਰਵਾਰ ਤਕ ਸਵੇਰੇ 9 ਵਜੇ ਤੋਂ ਸ਼ਾਮ 5
ਰਾਬਤਾ ਕਰੋ:
ਵੱਨ-ਸਟੌਪ ਸ਼ੌਪ, ਟਾਊਨ ਹਾਲ, ਵੇਂਬਲੀ ਲੇਨ
ਟੈਲੀਫੋਨ 020 8937 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: malcolm.keen@brent.gov.uk

Highways Committee
15th June 2004

Version 1.0
11th May 2004

Owner / Occupier
18 Aylesbury Street
London
NW10 0AS

Third fold and tuck in

London Borough of Brent
FREEPOST, LICENCE No. HA 4549
Transportation Service Unit (MK)
Brent House
2nd floor (east)
349-357 High Road
Wembley
Middlesex HA9 6BZ

First fold

Second fold

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WHAT HAPPENS NEXT?

The proposed traffic management and calming measures over leaf will shortly be on display at:

St Margaret Clitherow School

Please come along and comment on the proposals.
The display will take place on:

Thursday 20th May 2004 between 5:00 - 8:00 pm
&
Saturday 22nd May 2004 between 9:30am - 2:30pm

Staff from Brent Council will be available on both dates to answer any queries you may have.
For those unable to attend on these dates scheme details will also be on display at the
Wykeham Primary School Safer Routes to School Scheme exhibition at:

Wykeham Primary School

on
Thursday 27th May 2004 between 4:00 - 8:00pm
&
Saturday 29th May 9:30am - 2:30pm

Your views on the proposals are very important to us and therefore a questionnaire is enclosed with this leaflet for this purpose. I would be very grateful if you could take the time to fill in this questionnaire and return the form to us by **Monday 7th June 2004** using the prepaid postage provided.
Thank You.

If you have any comments or queries about the proposals and wish to speak to an Engineer involved with the scheme before returning the questionnaire you can contact:

Malcolm Keen by either telephone 020 89375142

or
e-mail malcolm.keen@brent.gov.uk

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



ST. MARGARET CLITHEROW SCHOOL

SAFER ROUTES TO SCHOOL SCHEME



Making Brent a safer place

ST MARGARET CLITHEROW SCHOOL

SAFER ROUTES TO SCHOOL SCHEME

BACKGROUND

Brent Council is proposing to introduce a 20mph zone in your area as part of our Safer Routes to School programme. 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.

WHAT IS A 20mph ZONE?

In a 20mph Zone: Traffic speeds are kept below 20mph by using traffic calming measures to physically enforce the speed limit.

On this scheme these measures include road humps, speed cushions, and raised platforms. Special road signs with panels (See below) 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, 20 mph zones reduce personal injury accidents by over 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 strongly support self enforcing zones that incorporate speed reducing features.

WAITING RESTRICTIONS

Some additional waiting restrictions are required on Quainton Street, near the school and at the junction with Neasden Lane. These are to assist pedestrians to cross the road safely near the school and to improve traffic movement near the Neasden Lane junction, both are shown on the plan over leaf.



ONE-WAY SYSTEM

Our surveys revealed problems with congestion and traffic movement on Quainton Street and Verney Street due to the on street parking demand by residents. This often leads to hold ups and access difficulties for the emergency services. The Transportation Unit therefore propose to introduce a one-way system on both these roads for an 18 month experimental period to access its impact. If the scheme is successful residents will be consulted on a permanent scheme after a 18 month trial period. In order for this part of the scheme to be implemented it will require majority support from local residents.

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 60-80m apart for maximum effect. They are placed evenly apart so that vehicles maintain a constant speed, which helps to cut down on vehicle emissions.



RAISED PLATFORMS

A raised table/platform is an extended road hump spanning the full width of the road. They are used to reduce vehicle speeds at certain locations and provide a safer crossing point for pedestrians.

Red surfacing is used to highlight the platform to road users and pedestrian guard railing to direct pedestrians towards the suitable crossing points.



RED SURFACE TREATMENT

A red strip of surfacing with the appropriate speed roundel is a feature that is used to highlight the entrance into a zone and the change in the speed limit.

The red surfacing will incorporate the 20mph roundel and is usually positioned close to a junction.

