

# LONDON BOROUGH OF BRENT

## HIGHWAYS COMMITTEE - 7<sup>th</sup> DECEMBER 2004

### REPORT FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARDS:  
Willesden Green

**REPORT TITLE :      CHAPTER ROAD AREA PROPOSED 20 MPH ZONE**

#### **1.0      SUMMARY**

- 1.1      This report informs members about progress with the development of the Chapter Road 20 mph zone. It reports the results of the recent public consultation and seeks approval to proceed to statutory consultation and implementation.

#### **2.0      RECOMMENDATIONS**

- 2.1      That Committee notes the results of the public consultation of the proposals to implement a 20mph zone in the Chapter Road area.
- 2.2      That the Committee approves the revised scheme design for the Chapter Road 20mph zone, and notes that it will not have a detrimental impact on the effectiveness of the 20 mph Zone.
- 2.3      That the Committee agrees to the Transportation Unit notifying those originally consulted of the revised proposals as detailed in paragraph 7.11.
- 2.4      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 orders for the schemes proposed in the report if there are no objections or representations, or he considers the objections or representations are groundless or insignificant.

#### **3.0      FINANCIAL IMPLICATIONS**

- 3.1      A funding allocation of £100k has been approved by Transport for London (TfL) for the creation of a 20mph zone in the Chapter Road area. In addition the sum of £5k has been approved for a Safer Route to School scheme for St Mary Magdalene's school in giving a total of £105K.

- 3.2 The cost of implementing the Chapter Road area 20mph zone was estimated as in excess of £200k, including staffing costs. Officers therefore sought additional funding, from TfL in order to complete the scheme. TfL have verbally agreed to make available an additional £100k of funding for the scheme. The scheme has been redesigned as detailed in paragraph 7.9 so it can be delivered within the budget available.

#### **4.0 STAFFING IMPLICATIONS**

- 4.1 The Council's Transportation Service Unit will deal with all issues related to the Chapter Road area 20 mph zone scheme.

#### **5.0 ENVIRONMENTAL IMPLICATIONS**

- 5.1 The introduction of a 20-mph zone will help to improve road safety for all road users in the area particularly pedestrians and school children attending all three schools in the area.
- 5.2 The introduction of a 20 mph zone can reduce the amount of through traffic in the area reducing the environmental impact of traffic.

#### **6.0 LEGAL IMPLICATIONS**

- 6.1 The 20mph speed limit and waiting restrictions proposed 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.
- 6.2 The road hump measures proposed are made under sections 90 A to F of the Highways Act 1980 and will require the Council to undertake prescribed consultation, 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 DETAIL**

- 7.1 A programme of 20mph schemes has been approved by Transport for London on the basis of the 2004/2005 Borough Spending Plan (BSP) submission. This sets out the Borough's programme of schemes and priorities. The schemes have been approved by the Mayor for London's office on the basis of this submission meeting the requirements of the Transport Strategy for London. A total budget of £310,000 has been approved for schemes in 2004/2005.

- 7.2 The introduction of 20mph zones will play an important role in achieving the Government's road safety strategy and casualty reduction targets set for 2010. Recent changes in Government legislation have now given local authorities more powers to make 20-mph limits without recourse to the Secretary of State and schemes can now be progressed more quickly by local authorities. At present eight zones have been implemented within the London Borough of Brent.
- 7.3 Chapter Road area is a residential area bounded by High Road Willesden, Park Avenue North and the Jubilee Underground Line. There are three schools located within the designated zone boundary and these are; St Andrew and St Francis Primary School, St Mary Magdalene's Primary School and the Convent Jesus and Mary Infant School.
- 7.4 The main aims of the Chapter Road 20mph zone are to:
- reduce vehicle speeds and make walking and cycling easier and safer within the zone,
  - improve the safety of vulnerable road users such as children and the elderly,
  - improve safety in the vicinity of the schools,
  - reduce the number of personal injury traffic accidents, and;
  - reduce the environmental impact of through traffic.
- 7.5 Scheme development work has been underway for some time and officers from the Transportation Service Unit have undertaken extensive consultations with local residents and Schools within this area and with the Safer Routes to School Team.
- 7.6 The Police, emergency services, transport operators and other statutory bodies have been consulted on the proposals through regular traffic liaison meetings and full support for the scheme has been demonstrated. Any comments made about the scheme have been taken into account within the design where possible.
- 7.7 A full public consultation exercise was undertaken in October 2004. This included a two day public exhibition at the Willesden Green Library at which residents were invited to see plans of the main proposals and discuss the scheme with traffic engineers. Consultation leaflets were circulated to all residents within the area. This included a free pre-paid return questionnaire and comment form so that residents could express their views about the scheme. See Appendix A. A larger scale plan of the proposal presented to residents will be displayed at the Highways Committee meeting.
- 7.8 In accordance with the public consultation practice adopted by the Committee approximately 3235 questionnaires were distributed to addresses in the area including the three local schools. Of the 221 (6.83%) responses received 78% were in favour of the scheme. A full breakdown of the results can be seen in Appendix B.

- 7.9 Subsequent to the public consultation it became apparent that the budget needed for the construction of the scheme exceeded the finance available from Transport for London (TfL). TfL stipulate that allocated funds need to be spent prior to 31<sup>st</sup> March 2005 and are not transferable to the following financial year. Therefore in order to deliver the 20mph scheme in this financial year officers sought additional funding, from TfL. TfL have verbally agreed to make available an additional £100k of funding for the scheme, giving a total budget of £205k. The design of the scheme was then amended so that it could be delivered within the available budget. This has resulted in a reduction in the number of physical features originally proposed. The three proposed junction speed tables (Sandringham Road junction with Chapter Road, Belton Road junction with Villers Road and Belton Road junction with Chaplin Road) have been removed from the scheme. Additional speed cushions now replace the omitted speed tables to ensure traffic speeds are restrained in these areas. In addition there have been some minor modifications to the location of speed cushions. These revised proposals will have no detrimental impact on the effectiveness of the 20 mph Zone. A plan of the revised proposals will be displayed at the Highways Committee meeting.
- 7.10 The full implementation cost of the revised scheme is estimated to be approximately £205,000 including staff costs, however there is little scope for contingencies within this sum. In order deliver the scheme within in the budget available and allow for any unforeseen construction problems there is the need to prioritise the provision of the entry treatments as follows:
- Linacre Road – adjacent to St Mary Magadlene’s school,
  - Chapter Road,
  - Villers Road x 2,
  - Churchill and Sandringham Roads, and
  - Huddlestone Road.
- 7.11 Officers are of the opinion that, because the number of physical measures in the area have been reduced, residents are not likely to object to the revised scheme. A letter will be sent to all resident in the area informing them of the outcome of the public consultation and explaining that it has been necessary to redesign the scheme for the reasons given in paragraph 7.9. Should any objections be received following this letter they will be considered by the Director of Transportation in the same way as objections to traffic regulation orders.
- 7.12 Officers propose to proceed with the statutory consultation (making of traffic regulation orders and public notices) and implementation of the Chapter Road 20 mph zone before 31 March 2005.
- 7.13 In order to implement the 20-mph speed limit a traffic regulation order will need to be made and associated statutory consultation undertaken using powers contained in the Road Traffic Regulation Act 1984. This process will take approximately 5-6 months to fully complete after which the scheme will be fully operational. The implementation of road hump features will also require the advertising of statutory public notices using powers contained in the Highways Act 1980.

7.14 If the Highways Committee approves the scheme then any objections to the scheme, received as a result of statutory consultations, will be given full consideration by the Director of Transportation and reported back to Members if he thinks appropriate, otherwise the scheme will be implemented.

## **8.0 Details of Documents:**

Traffic Management Project File TP293

Any person wishing to inspect the above papers should contact, **Malcolm Keen**, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ.

Telephone: 0208 937 5147

**Richard Saunders**  
**Director of Environment**

## Chapter Road - 20 mph Zone

### **APPENDIX A**

#### **INTRODUCTION**

Brent Council is proposing to introduce a 20mph Zone in your area. The Scheme will be funded by Transport for London through the Council's annual Borough Spending Plan, which aims to achieve the targets set in the Mayor's Transport Strategy for London. The current Government Legislation gives local authorities more powers to make 20mph limits.

At present there are a limited number of 20mph zones within the London Borough of Brent, however, over the next few years the Council is proposing to implement more zones around the Borough.

#### **WHAT IS A 20MPH ZONE**

In a 20mph zone: Traffic speeds are kept below 20mph by using traffic calming measures to physically self enforce the speed limit. These measures can include road humps, speed cushions, road narrowing or landscaping features. Special road signs with panels 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, 20mph zones reduce personal injury accidents by over a 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 in order to progress with the scheme. Therefore, all residents are encouraged to give their views and comments by completing the attached pre-paid questionnaire. The Police and emergency services have approved the scheme and strongly support self enforcing zones that incorporate speed reducing features. Please see over leaf for details of the proposals and venues of public exhibition.

Chapter Road - 20 mph Zone  
**APPENDIX A (continued)**

**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 70-80m apart for maximum effect. They are placed evenly apart so that vehicles maintain a constant speed, which helps to cut down on vehicle emissions.



**ENTRY TREATMENT**

Entry treatments (raised surface area) are features that highlight part of a junction to drivers. They are being proposed to allow the safer movement of pedestrians at road junctions and to make drivers aware that they are likely to encounter pedestrians crossing at junctions. Entry treatments are constructed in a different colour / material from the normal carriageway surface. Entry treatments will include bollards on the footway to make the area stand out and prevent vehicles overrunning the foot way.



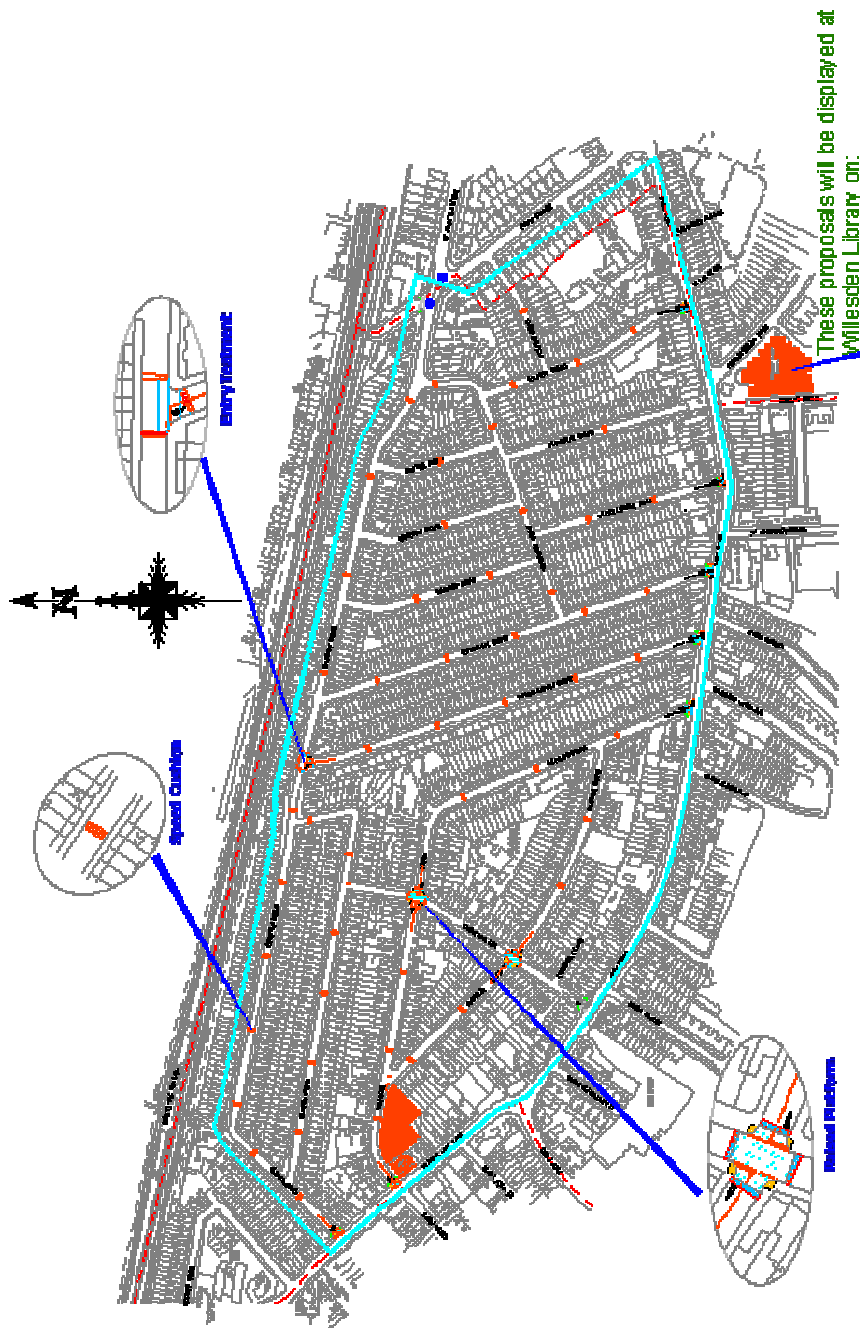
**RAISED PLATFORMS**

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. On these sites a Pedestrian guard-railing is also used to direct pedestrians towards the suitable crossing points.

# Chapter Road - 20 mph Zone APPENDIX A (continued)



These proposals will be displayed at Willesden Library on:

Thursday 28 October 2004  
4:00pm - 8:00pm and  
Saturday 31 October 2004  
10:00am - 4:00pm

Please come along to discuss the proposals, make any comments or queries and make your comments.

Your views on the proposals are very important and the views you express will be taken into account with the benefit of a public consultation period. If you have any comments or queries about the proposals, please contact the Scheme Engineer, please do not fail to contact us. We will be happy to discuss any queries you may have.



Chapter Road - 20 mph Zone  
**APPENDIX B**

**Chapter Road - Consultation October 2004**  
**Responses to consultation road by road**

<b>Road Name</b>	<b>Positive Response</b>	<b>Negative Response</b>	<b>Don't Know</b>	
Acland Road	1	0	0	
Adys Lawn	2	0	0	
Balmoral Road	2	1	1	
Belton Road	5	1	0	
Buxton Road	1	3	0	
Chaplin Road	5	1	0	
Chapter Road	52	6	2	
Churchill Road	16	4	0	
Deacon Road	1	0	0	
Deacon Road	13	5	0	
Denzel Road	0	1	0	
Dudden Hill Lane	0	1	0	
Faith Road	1	0	0	
Gowan Road	1	0	0	
High Road	16	2	3	
Huddlestone Road	7	2	0	
Kingsley Court	1	0	0	
Lechmere Road	3	1	0	
Linacre Road	7	4	0	
Meyrick Road	1	0	0	
Osborne Road	4	4	1	
Park Avenue	3	0	0	
Sandringham Road	1	1	0	
St Andrews Road	1	0	0	
St Pauls Avenue	1	0	0	
Villiers Road	9	2	1	
Windsor Road	6	1	0	
<b>Total</b>	<b>160</b>	<b>40</b>	<b>8</b>	<b>208</b>