

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE 22 MARCH 2005

Report from the Director of Environment

For action	Wards affected: Brondesbury Park & Kensal Green
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**Report Title: PETITION - ALL SOULS AVENUE, NW 10
OBJECTION TO LOCAL SAFETY SCHEME**

Forward Plan ref: [ES-04/05/317](#)

1.0 Summary

1.1 This report is to inform Members that a petition has been received by the Council from local residents requesting the removal of three speed platforms implemented in March 2004 as a part of a local safety scheme in All Souls Avenue ,NW10.

2.0 Recommendations

2.1 That the Committee receives and considers the petition and the issues raised.

2.2 That Committee agrees to defer making any decision until sufficient time has elapsed (36 months) following the completion of the scheme. This will enable officers to assess the success of this Road Safety Scheme, with regard to the reduction of personal injury accidents on this road.

2.3 That the Committee instructs officers to notify petitioners of this decision.

3.0 Detail

Introduction

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3.1 A petition was received and verified by Democratic Services in February 2005, satisfying the Council's standing orders requirement of 50 signatures and requiring it to be considered by the Committee. The Petition states that *"We the residents of All Souls Avenue, living close to the junctions where table humps have been installed, are unable to sleep at night, due to car exhaust pipes hitting the humps. Also every morning from 6.00am heavy lorries and in particular skip lorries hit the humps hard, causing the skips to lift clear of its base. This causes our beds and houses to vibrate as well as a loud noise. We would request that these humps are removed as soon as possible"*

3.2 The All Souls Avenue Road Safety Scheme formed part of the Council's Local Safety Schemes programme in the financial year 2003/04. Funding had been allocated by Transport for London for Local Safety Schemes based on the Borough Spending Plan (BSP) submission for 2004/2005. (This scheme is shown in Appendix A).

The schemes funded were in accordance with the Mayor for London's Road Safety Policy and the Government's 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.

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.

3.3 Members are advised 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.

3.4 A comprehensive study of the traffic conditions in All Souls Avenue showed that during the period between January 2000 and January 2003 there had been a total of 17 reported personal injury accidents consisting of 15 Slight, 1 Serious and 1 fatal injuries.

3.5 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 would have the highest impact on reducing junction conflicts and be the most successful measure.

- 3.6 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.
- 3.7 A statutory notice was subsequently erected giving notice of the introduction Of the humps and a petition was received during the 3 week period of notice Comments and presentations. At the time the petition was received there were 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 was subsequently held on 17th March 2004 with the lead petitioners, the Chair of the Highways Committee, local ward Members and officers from the Transportation Unit.
- 3.8 Following this meeting the Chair of the Highways Committee and local ward members agreed that officers would proceed with the local safety scheme with concessions which included reduced height speed platforms and additional signage.
- 3.9 The Committee notes that the scheme was implemented in March 2004 and there have been no recorded accidents since the scheme was implemented. (A three year period of study is the standard nationally, by which traffic engineers assess the frequency of road traffic accidents and particular accident trends for the purpose of assessing road safety).The Committee is requested to note that similar schemes introduced elsewhere in the borough have had a positive impact on accident rates. For example, the Lydford Road scheme in Willesden has seen a reduction in injury accidents from 9 in three years to nil.

Assessment of Residents Requests

- 3.10 Following the scheme implementation in March 2004, the officers received a petition on January 2005, (approx. 9 months after the scheme was implemented) requesting removal of the speed tables due to the vibration and the noise generated by heavy goods vehicles, skip lorries and car exhaust pipes.
- 3.11 In order to maintain continuity with all road hump design, road humps must comply with national standards adhered to by all local Highway Authorities. The Department for Transport (DfT) set these standards which are recommended by the Transport Research Laboratory (TRL). All traffic signs that are erected on the public highway also adhere to national standards, which are laid down by the DfT and are detailed within the Traffic Signs Regulations and General Directions (2002). These Regulations and Directions govern the standards, which all Highway Authorities comply to in terms of the type of signs, the design, illumination requirements and placement of road traffic signs on the public highway. Officers were requested to revise the original design following a meeting with the Chair of the Highways Committee, local ward members and the lead petitioner. The original speed platform height was reduced from 100mm (4") to 75mm (3") and the ramp length increased from 750mm to 1000mm in the proposals for the speed platforms.

It is not possible to design a road hump that does not generate a degree of noise. However, in this case the height of the road hump and ramp gradient were designed to try and achieve a balance between speed reduction and the impact on the environment.

- 3.12 The main objective of the scheme was to reduce traffic related accidents and enhance pedestrian movement along All Soul's Avenue and this has been achieved.
- 3.13 In respect of heavy goods vehicles and skip lorries using All Soul's Avenue. The area including All Soul's Avenue is subject to a weight restriction already and prohibits vehicles in excess of 7.5 tonnes in weight from travelling through the area. The Metropolitan Police are responsible for enforcing lorry bans on the Public Highway in the London Boroughs and the Transportation Unit will raise this issue with their representative at the next Traffic Liaison meeting and request their assistance in monitoring any abuse of the current lorry ban.

4.0 Financial Implications

- 4.1 If Committee agrees that no further action be taken at this time, in response to the petition there will be no financial implications. The Transportation Service Unit is requested to monitor the effectiveness of such schemes and report it to Transport for London. Should modification be identified at some future date, then a further bid submission will be required for the necessary funding.

5.0 legal implications

- 5.1 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.

6.0 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.

7.0 Staffing / Accommodation Implications (if appropriate)

- 7.1 The Council's Transportation Service Unit will deal with all issues related to the scheme detailed in this report.

8.0 Environmental Implications

8.1 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.

Background Papers

Traffic Management Project File TP 206
Road Traffic Regulation Act 1984.
Highways Act 1980
Petition Received
Committee Report – 20th April 2004

Contact Officers

Any person wishing to inspect the above papers should contact Adam Assaadi, Senior Engineer, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 0208 937 5110

Richard Saunders
Director of Environment

All Souls Avenue – Local Safety Scheme

