

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE

25th May 2005

Report from the Director of Environment

For action

Wards affected:
Kilburn, Queens Park

PETITION - REQUEST FOR HOME ZONE AT HAZELMERE ROAD, KENILWORTH ROAD, TENNYSON ROAD AND PRIORY PARK ROAD, NW6

1.0 Summary

1.1 This report is to inform Members that a petition has been received by the Council from residents of Hazelmere, Kenilworth, Tennyson, and Priory Park Roads, NW6, requesting a 'Home Zone' for their area, and requests Committee's approval for officers to investigate the issues raised in the petition.

2.0 Recommendations

- 2.1 That Committee considers the petition and instructs officers to investigate further the petitioners request as detailed at Items 3.8 and 3.9, and to report back to a future meeting of this Committee with their findings.
- 2.2 That Committee instructs officers to notify the petitioners of this decision.

3.0 Detail

The Petition:

3.1 A petition has been received by the Council from residents of Hazelmere Road, Kenilworth Road, Tennyson Road and Priory Park Road (London NW6) requesting a Home Zone for their area. The petition is in accordance with Standing Orders and reads:

"We the undersigned would like to make our local streets safe for children to play.

We would like to create a Home Zone for the following areas:

Kenilworth Road, Priory Park Road and Hazelmere Road, the top part of Priory Park Road and Tennyson Road.

We would also like to slow down the traffic in Glengall Road with a similar scheme.

We would like to slow down cars and motorbikes to 10 miles per hour or less. We would like to give priority to children to play on these streets.”

The area suggested by the petitioners for the above is shown at Appendix A to this report.

Home Zones – a brief description:

- 3.2 A Home Zone is a residential street, or group of streets, which has been designed to create a pleasant and safe environment for local residents and visitors. Access for motor traffic is not usually restricted in a Home Zone, but priority is given to pedestrians over the use of the road space. The layout of the street is designed to minimise speeding using a range of traffic calming, landscaping and other environmental measures to make drivers aware that they are in an area where they need to drive carefully. A variety of features are used in Home Zones to make them safe and attractive, and to enable residents to use their streets for recreation and relaxation rather than merely as an access road to their properties.
- 3.3 Although home zones can promote road safety, the main benefit for people is the altered perception of how the street can be used. Home zones allow for a wider range of activities in space formally considered exclusively for vehicle use. Distinct design features encourage self-enforcing speed restraint by drivers.
- 3.4 Home zone projects are being used in London local authorities to develop community capacity, bringing local people together to improve their environment. In addition, they are being used for environmental improvement, in order to make urban living more attractive and encourage greater pride in local environments.
- 3.5 Whilst Home Zones can potentially result in improvements to the local environment they can also have adverse impacts; for example, the introduction of play areas on the public highways result in a loss of on street parking and consequently displacement of parking on other sections of public highway. Home Zones are not therefore suitable where there is a high demand for on-street parking.

The way forward:

- 3.6 The London Boroughs of Ealing, Waltham Forest and Hackney are examples of authorities which have introduced, or are in the process of introducing, area wide Home Zones, having successfully secured funding from Transport for London (TfL). Home Zones require significantly high levels of funding; the London Borough of Ealing ‘pilot scheme’ cost in excess of £890,000, and the ‘Hackney scheme’ is likely to cost in the region of £1 million. It is therefore likely that similar funding levels will be required to progress a scheme for the Priory Park Road area.

- 3.7 The Transportation Unit has previously in two successive years submitted bids to Transport for London (TfL) through the Borough Spending Plan (BSP) for a 'Streets for People' scheme for Priory Park Road. The scheme elements followed the principal of a Home Zone but on both occasions the bid of £170,000 was unsuccessful.
- 3.8 Officers' views are that it is unlikely that a bid for a Home Zone for an area of the size requested by the residents, which is significantly larger than the previously proposed Priory Park Road Streets for People area will be successful. However Members may be minded to support the petitioners' request, and may therefore wish to instruct officers to undertake a detailed investigation of TfL's qualifying criteria for funding, to consult with authorities which have been successful in securing funding, and to submit a further bid for a Home Zone for the Priory Park Road area in Brent's 2006/07 BSP submission.
- 3.9 In the interim it is suggested that officers meet with the petitioners or petition organiser to identify the exact nature of the problems they are facing and to investigate alternative traffic management measures to address the petitioners concerns, such as traffic calming to slow traffic in Glengall Road. It is also suggested that a report be brought to a future meeting of this Committee with the outcome of discussions with the petitioners and of the suggestions at Item 3.8 above.

4.0 Financial Implications

- 4.1 Officer time costs associated with consultation with the petitioners and other investigations can be met from revenue funds for general scheme development work for the current financial year. Detailed costs of proposals for a Home Zone or alternative traffic management measures will be reported with the results of consultations with the petitioners.

5.0 legal implications

- 5.1 None at this stage

6.0 Diversity Implications

- 7.1 None at this stage.

7.0 Staffing / Accommodation Implications (if appropriate)

- 7.1 The Council's Transportation Service Unit will deal with all issues related to any investigations and assessment detailed in this report.

8.0 Environmental Implications

- 8.1 Any proposals to introduce of a Home Zone would restrict the movement of vehicles through this residential area and should improve road safety. However this could also result have a reduction of parking space on the public highway for car owners and have an impact on other roads that would take the rerouted traffic.

Background Papers

Road Traffic Regulation Act 1997.
Highways Act 1980
Petition Received

Contact Officers

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

Richard Saunders
Director of Environment

APPENDIX A – BOUNDARY OF AREA OF STUDY FOR HOME ZONE

