



## Highways Committee

6<sup>th</sup> December 2006

### Report from the Director of Transportation

For Action

Wards Affected:  
Welsh Harp, Stonebridge  
Sudbury, Kilburn

### Section 106 schemes 2006/07

Forward Plan Ref: E&C-06/07-025

#### 1.0 Summary

- 1.1 This report informs members on proposed Traffic Management measures in Neasden Lane, Harrowdene Road, Abbey Road and Kilburn High Road to be funded from developer contributions (Planning Section 106 Agreements) to be progressed in the 2006/07 financial year. The report seeks Committee approval for officers to proceed with all aspects of scheme development, public consultation, statutory consultation and implementation.

#### 2.0 Recommendations

- 2.1 That Committee notes the programme of s106 schemes detailed in the report.
- 2.2 That Committee agrees to officers to proceed with the design, consultation and implementation of the schemes detailed in the report subject to satisfactory consultation.
- 2.3 That Committee authorises the Director of Transportation to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections back to this committee where he thinks appropriate or to implement the order if there are no objections, or he considers the objections or representations are groundless or insignificant.

### **3.0 Detail**

- 3.1 Funding for the schemes detailed in this report has been secured by Brent Council through Planning Agreements linked to local developments in these areas. The funds are agreed under Section 106 of the Town and Country Planning Act 1990 to implement works beyond the development sites and in these cases to mitigate the potential impact of the developments on the surrounding Public Highway or to improve accessibility.
- 3.2 No detailed scheme designs or proposals were prepared at the time of the planning decisions. Instead the funds were provided in lieu of detailed surveys and design work being undertaken by Brent Council to address any existing or anticipated problems in the vicinity of the development. The value of the funds obtained was related to the scale of the development.
- 3.3 The schemes detailed in this report are proposed following a review of traffic management issues in the areas close to the development. Officers have outlined proposals below which will be designed, consulted and implemented subject to the approval of this committee.

#### **Neasden Lane (91\_0767)**

- 3.4 The proposed scheme will be designed to provide improved pedestrian and vehicular accessibility to the area around Coombe Road and Neasden Lane and to address local road safety issues. The outline scheme proposals include
- Entry treatment at the junctions of Barnhill Road and Aboyne Road with Neasden Lane.
  - Improvements to vehicular accesses along Coombe Road to improve pedestrian movements
  - Improvements to the existing bus stop on Neasden Lane between Coombe Road and Braemar Avenue.
  - Modifications to the centre island on Neasden Lane by Press Road to reduce conflicts for right turning vehicular activity into Press Road.

#### **Harrowdene Road (03\_3680)**

- 3.5 The proposed scheme will be designed to improve road safety for all road users by reducing vehicular speed, improving visibility at junctions and improving lane discipline. The outline scheme proposals include
- Junction improvements, possible including an entry treatment to reduce the speeds of traffic entering Copland Avenue and Crawford Avenue from Harrow Road.
  - Waiting restrictions at side roads junctions off Harrowdene Road
  - Improvements to the lining arrangements in Sudbury roundabout to reduce motor traffic speeds and reduce vehicular conflicts.

### **Abbey Road (04\_2029)**

- 3.6 The proposed measures will prevent right turning traffic entering the Corner Business park from Abbey Road. The entrance to the park is located on a bend closely adjoining Whitby Avenue. It was considered at the planning application stage that the right turn movement would have potential road safety implications and its prohibition was therefore a requirement of the planning approval. The outline scheme will include
- Extension of the existing centre island at the junction of Whitby Avenue Further southeast along Abbey Road
  - Introduction of a banded right turn movement order
  - Improvements to the road markings at the junction of Whitby Avenue and Abbey Road

### **Kilburn High Road (03\_1424)**

- 3.7 The measures proposed for Kilburn High Road will be to improve accessibility along Kilburn High Road by introducing new or improving existing pedestrian facilities including.
- Introduction of new or adjustment of existing drop kerbs and tactile paving
  - Amendments/removal of existing street furniture to reduce street clutter
  - Minor repaving works,

## **4.0 Financial Implications**

### **Neasden Lane (91\_0767)**

- 4.1 Funds for the Neasden Lane scheme have been made available from Planning agreement from the construction of a MacDonald's on Coombe Road. This development was considered and approved by Planning Committee on 5<sup>th</sup> May 1993 subject to the s106 agreement which secured £110,948 this allocation is considered sufficient to deliver the proposals detailed in the report

### **Harrowdene Road (03\_3680)**

- 4.2 Funds for the Harrowdene Road scheme have been made available from Planning agreement from the development of the land at 100 and the allotments to the rear of 96-112 Harrowdene Road. This development was considered and approved by Planning Committee on 10<sup>th</sup> March 2004 subject to the s106 agreement which secured £29,800. This allocation is considered sufficient to deliver the proposals detailed in the report

### **Abbey Road (04\_2029)**

- 4.3 Funds for the Abbey Road scheme have been made available from Planning agreement from the construction of Corner Business Park. This development was considered and approved by Planning Committee on 13<sup>th</sup> September

2004 subject to the s106 agreement which secured £40,200 This allocation is considered sufficient to deliver the proposals detailed in the report.

### **Kilburn High Road (03\_1424)**

- 4.4 Funds for the Kilburn High Road scheme have been made available from Planning agreement from the development of Victory Book shop on Kilburn High Road. This development was considered and approved by Planning Committee on 15<sup>th</sup> October 2003 subject to the s106 agreement which secured £7,300 This allocation is considered sufficient to deliver the proposals detailed in the report.

### **5.0 Legal Implications**

- 5.1 Some elements of the schemes highlighted in the report will require traffic and/or parking restrictions. These proposals would require the making of traffic regulation orders under the Road Traffic Regulations Act 1984, or a variation to existing orders. The procedures to be adopted for making the actual orders or varying existing orders are set out in the Local Authority Traffic Order (Procedures) (England & Wales) Regulation 1996
- 5.2 In addition public notices for the proposed vertical measures will be required and will need to be advertised prior to implementation. Traffic calming measure notices are made under sections 90A to F of the Highways Act 1980 and would require the Council to undertake prescribed consultation and consider objections and place statutory notices.
- 5.3 Committee is requested to authorise 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.

### **6.0 Diversity Implications**

- 6.1 All public consultation material distributed will include a section written in the most common languages used in the borough with an explanation of how more information can be obtained.
- 6.2 Any venue used for a public presentation or exhibition will be fully accessible to disabled visitors.

### **7.0 Staffing/Accommodation Implications**

- 7.1 The Council's Transportation Service Unit will deal with all issues relating to these schemes detailed in this report.

## **8.0 Environmental Implications**

- 8.1 The implementation of measures detailed in this report will help to reduce vehicular speeds, improve road safety and support sustainable forms of transport.

### **Background Papers**

Planning consents and section 106 agreements  
Road Traffic Regulations Act 1984  
Highways Act 1980

### **Contact Officers**

Peter Boddy, Transportation Service Unit, 2<sup>nd</sup> Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446

**Richard Saunders**  
**Director of Environment and Culture**