	<p style="text-align: center;"><b>Committee</b> 25<sup>th</sup> September 2007</p> <p style="text-align: center;"><b>Report from the Director of Transportation</b></p>
<p>For Action <span style="float: right;">Wards Affected: Willesden Green, Queensbury, Stonebridge, Mapesbury &amp; Dollis Hill</span></p>	
<p style="text-align: center;"><b>Report Title: Section 106 schemes 2007/08</b></p>	

Forward Plan Ref: E&C – 07/08 - 015

## 1.0 Summary

1.1 This report informs members on proposed Traffic Management measures in Anson Road, Twyford Avenue, De Havilland Road, Craven Park Road, Willesden Lane and Apsley Way to be funded from developer contributions (Planning Section 106 Agreements) to be progressed in the 2007/08 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.

#### **De Havilland Road (04\_0249)**

- 3.4 The proposed scheme will be designed to provide improved pedestrian and vehicular accessibility to the area around De Havilland Road and to address local road safety issues. The outline scheme proposals, which are detailed in appendix 1, include
- Entry treatment at the junctions of De Havilland Road with Mollison Way.
  - Raised table junctions on De Havilland Road at the junctions with Cobham Close and Halford Close
  - 4 additional sets of speed cushions along De Havilland Road
  - Conversion of the small slip lane east of the large centre island at the junction of De Havilland Road and Mollison Way to one way which will remove the existing confusing situation of motorists and improve safety.
  - Install waiting restrictions
  - Streetscape improvements

#### **Twyford Avenue (04\_0401) & (03/3538)**

- 3.5 The proposed scheme will be designed to improve road safety and accessibility for all road users by improving visibility at junctions and improving pedestrian facilities. The outline scheme proposals detailed in appendix 2 include;
- The introduction of a new zebra crossing on Twyford Abbey Road in the vicinity of Park Avenue
  - The introduction of an entry treatment on Park Avenue at the junction of Twyford Abbey Road
  - Waiting restrictions at side roads junctions off Twyford Abbey Road
  - The introduction of 2 variable message signs along Twyford Abbey Road
  - Road markings along Twyford Abbey Road

- Footway repaving and streetscape improvements along the northern side of Twyford Abbey Road

#### **Apsley Way (00\_0382)**

- 3.6 The measures proposed for Apsley Way include the introduction of an entry treatment and waiting restrictions at its junctions

#### **Craven Park Road (00\_1797)**

- 3.7 The measure proposed for Craven Park Road is the introduction of a Variable Message Sign to discourage speeding and promote road safety

#### **Anson Road (05\_2201)**

- 3.8 The measure proposed for Anson Road is the introduction of a Variable Message Sign to discourage speeding and promote road safety

#### **Willesden Lane (01\_2695)**

- 3.9 The measure proposed for Willesden Lane is the introduction of a Variable Message Sign to discourage speeding and promote road safety

### **4.0 Financial Implications**

- 4.1 A summary of the total expenditure on this s106 programme is covered in the table below, specific details of the s106 agreements are covered in section 4.3 to 4.8 below

<b>Scheme</b>	<b>Budget</b>
De Havilland Road (04_0249)	£140,000
Twyford Avenue (04_0401) & (03/3538)	£115,662
Apsley Way (00_0382)	£20,000
Craven Park Road (00_1797)	£5,000
Anson Road (05_2201)	£6,000
Willesden Lane (01_2695)	£3,000
<b>Total</b>	<b>£289,662</b>

- 4.2 Every engineering scheme has the risk of overspend against budget; this is mitigated as much as possible prior to implementation by undertaking detailed estimates with contingencies in place. Whilst on site actual expenditure is monitored, particularly when variations occur, and if need be the scale of works can be adjusted to make sure no over or under spends occurs. Despite these processes if an overspend still occurs the additional costs would be funded if possible through an alternative capital source, TfL or another s106. If this was not possible it would be covered through Transportations revenue budgets. If an under spend occurs against the available s106 allocation, then this funding will remain available for use by the Council to undertake subsequent works within the constraints of the s106 agreement. Officer time and costs associated with these schemes will be charged to the relevant project.

### **De Havilland Road (04\_0249)**

- 4.3 Funds for the De Havilland Road scheme have been made available from Planning agreement from the development of 3 De Havilland Road. This development was considered and approved by Planning Committee on 31<sup>st</sup> March 2004 subject to the s106 agreement which secured £140,000 for off-site Highways works in the vicinity of the land. This allocation is considered sufficient to deliver the proposals detailed in the report

### **Twyford Avenue (04\_0401) & (03/3538)**

- 4.4 Funds for the Twyford Avenue scheme have been made available from 2 planning agreements, from the development of the Park Royal Guinness site and former Heinz site on Premier Park Road. The Guinness development was considered and approved by Planning Committee on 25<sup>th</sup> August 2004 subject to the s106 agreement which secured £75,000 towards non car access improvements in the vicinity of the site. The Heinz development was considered and approved under delegated authority in the summer of 2004 subject to the s106 agreement which secured £40,661.69 towards non car access improvements in the vicinity of the site. These allocations are considered sufficient to deliver the proposals detailed in the report

### **Apsley Way (00\_0382)**

- 4.5 Funds for the Apsley Way scheme have been made available from Planning agreement from the development of Smiths Industries on Apsley Way This development was considered and approved by Planning Committee on 20<sup>th</sup> June 2000 subject to the s106 agreement which secured £20,000 This allocation is considered sufficient to deliver the proposals detailed in the report.

### **Craven Park Road (00\_1797)**

- 4.6 Funds for the Craven Park Road scheme have been made available from Planning agreement from the development of the rear of 66 Craven Park Road. This development was considered and approved by Planning Committee on 11<sup>th</sup> April 2001 subject to the s106 agreement which secured £5,000 This allocation is considered sufficient to deliver the proposals detailed in the report.

### **Anson Road (05\_2201)**

- 4.7 Funds for the Anson Road scheme have been made available from Planning agreement from the development of 197 Anson Road. This development was considered and approved by Planning Committee on 21<sup>st</sup> September 2005 subject to the s106 agreement which secured £6,000 This allocation is considered sufficient to deliver the proposals detailed in the report.

## **Willesden Lane (01\_2695)**

- 4.8 Funds for the Willesden Lane scheme have been made available from Planning agreement from the development of 247 Willesden Lane. This development was considered and approved by Planning Committee on 7<sup>th</sup> March 2002 subject to the s106 agreement which secured £3,000. 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

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## **Appendix 1 De Havilland Road Proposals**



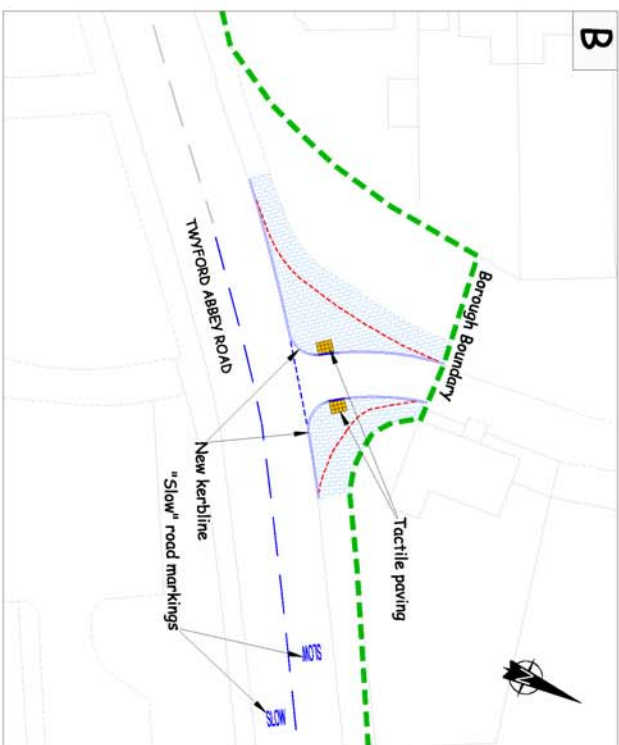
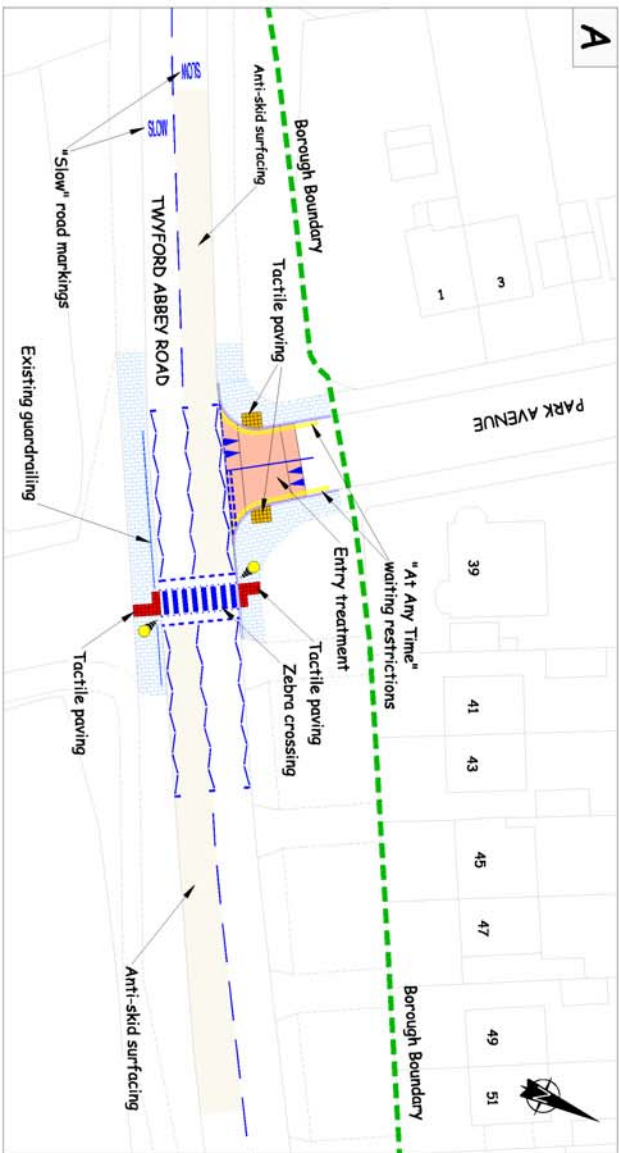


## **Appendix 2 Twyford Avenue Proposals**

# Overview Drawing



version 2  
Date 13/09/07



## GLOSSARY OF TERMS

**Entry Treatment** - An entry treatment is a raised section of carriageway at footway level which extends across the road at a junction. An entry treatment acts as a speed reducing feature for vehicles approaching the junction and provides a level crossing surface for pedestrians which assists the less mobile such as the elderly, the disabled and parents with pushchairs.

**Zebra Crossing** - A zebra crossing has black and white stripes extending across the road with amber flashing beacons on either side. A zebra crossing gives the pedestrian right of way once their foot is on the crossing.

**Tactile Paving** - Tactile paving is textured paving slabs that indicates to visually impaired pedestrians suitable places to cross the road.

**Kerb Build-out** - A kerb build-out is an extension of the footway into the carriageway which reduces the crossing width for pedestrians and increases visibility for both pedestrians and motorists.

**Anti-skid surfacing** - Anti-skid surfacing has a special, gritty surface texture that is designed to give particularly good resistance to skidding. Anti-skid surfacing is used at many locations where traffic may stop abruptly such as on the approach to pedestrian crossings.

