



Highways Committee
20th January 2008

**Report from the Director of
Transportation**

For Action

Wards Affected:
Fryent, Queensbury

Report Title: Petition against the Kingsbury Road Local Safety Scheme

Forward Plan Ref: E&C 08/09 / 25

1.0 Summary

- 1.1 This report informs members of a petition that was received from residents against the Kingsbury Road Local Safety Scheme (LSS). The report outlines the reasons for the LSS, the consultation process undertaken and subsequent discussions undertaken with the petitioner and Local Ward Councillors. The report recommends the introduction of the LSS, with amendments identified during the consultation process and in discussion with the Local Ward Councillors and petitioner.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised.
- 2.2 That Committee agrees with officer's recommendations to implement the modified Local Safety Scheme and advise the petitioner accordingly.
- 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 The petition received by the Council from residents of the Valley Drive area, is against the introduction of the Kingsbury Road LSS. The petition has been verified as being in accordance with Standing Orders.

3.2 The petition reads

“We, being the residents of the Valley farm estate, wish to register our disapproval of the plans for the changes to the Kingsbury Road between Valley Drive and the traffic lights at the junction with Roe Green.”

3.3 The section of Kingsbury Road between Valley Drive and Roe Green is in excess of 12m wide and is made up of four approximately 3.0m wide traffic lanes, two in each direction. The speed limit on the road is 30mph. Traffic surveys showed that in the eastbound direction 85%ile speed was 40.7mph with a maximum peak hour flow of 800 vehicles per hour. In the westbound direction 85%ile speeds were measured at 38.7mph with a maximum peak hour flow of 720 vehicles per hour. During the 7 day period of the survey almost 400 vehicles were measure travelling in excess of 60mph.

3.4 A total of 18 personal injury accidents (pia) have occurred along this section of Kingsbury Road in the past 3 years, Nine of the pia occurred between Valley Drive and west of Roe Green, the other nine accidents occurred at the junction of Kingsbury Road with Roe Green. The vast majority of pia had speed as a contributing factor.

3.5 Due to the level of pia occurring along this section of Kingsbury Road funding was successfully sought for the 2008/09 financial year through the annual Local Implementation Plan process for a Local Safety Scheme (LSS).

3.6 The key elements of the proposals for the LSS were

- The upgrade of existing, and provision of new pedestrian islands along Kingsbury Road between Valley Drive and Roe Green. This will reduce the pedestrian crossing distance as well as providing a safer place to wait in the middle of the road.
- Introduction of centre hatching road markings along the middle of the road in order to reduce the number of traffic lanes along Kingsbury Road to one lane in each direction. This should reduce vehicles speeds on Kingsbury road and improve driver awareness of other road users and provide a safe space for turning vehicles.
- Installation of new, and extension of existing, “at any time” waiting and loading restrictions to ensure that there is enough room for vehicles to pass the islands safely whilst allowing the existing parking activity to take place along much of the road.
- Upgrade the of the existing road markings and pedestrian crossing points at the junction of Kingsbury Road and Roe Green to comply with latest guidance.

- 3.7 Consultation was undertaken in accordance with the Transportation Unit's consultation policy with emergency services, Ward Councillors resident and residents groups during September/October 2008. A copy of the consultation document is attached as appendix 1. Although the Valley Farm Residents Association was included within the consultation the vast majority of Valley Farm estate fell outside the boundary of the consultation.
- 3.8 The results of the consultation showed that 58% of respondents supported the proposals, 39% opposed them and 3% expressed no opinion. The response rate to the consultation was 20%. Details of the issues raised during the consultation and officers responses to them are included in the Delegated Authority report attached as appendix 2. The Metropolitan Police's official response to the consultation was in support of the proposals.
- 3.9 The LSS was authorised for implementation under delegated authority on the 22/10/09.
- 3.10 The petition from the Valley Farm estate was received on the 29/10/08.
- 3.11 A meeting was held with the lead petitioner, Councillor James Moher, Councillor Ruth Moher and Gary Pidgeon the Metropolitan Police Sergeant for the Fryent Safer Neighbourhood Team. The notes of this meeting attached as appendix 3.
- 3.12 Following this meeting a Transportation Unit officer not previously involved with the scheme was asked to review the accident statistics and the proposed scheme on Kingsbury Road to get an independent opinion on the accident statistics and the proposed measures to mitigate these accidents. The findings of this review supported the view that the proposed measures would address the existing pia problem, but recommended further investigation into lighting issues on the road. A copy of correspondence with the Ward Councillors including the findings of this review is included in Appendix 4.
- 3.13 As an outcomes to the consultation, the Petition and subsequent review of the scheme the following changes to the scheme are proposed.
- The inclusion of space for two lanes of traffic on the westbound side of the road starting just before Old Kenton Lane and extending to Valley Drive
 - The introduction of a right turn facility into Valley Drive from Kingsbury Road.
- A copy of the revised proposals is included in Appendix 5. In addition, the lighting levels of the road will be assessed and lighting upgrades will be investigated depending on the outcomes of the lighting surveys.
- 3.14 This section of Kingsbury Road suffers from vehicular speeds far in excess of the existing speed limit and a corresponding high level of pia. The proposed measures, which have been amended were possible to address the concerns expressed through the consultation and subsequent petition, represent an effective way of addressing these pia whilst providing a safer environment that supports walking and cycling in the area with minimal impact on the existing vehicular activity.

4.0 Financial Implications

- 4.1 Officer time costs associated with the investigation and costs associated with the development and implementation of the Kingsbury Road LSS will be fully met via an allocation from TfL as part of the annual Local Implementation Plan process

5.0 Legal Implications

- 5.1 Some elements of the scheme 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 Committee is requested to authorise the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to implementing the scheme following the statutory consultation process.

6.0 Diversity Implications

- 6.1 All public consultation material distributed as part of the Kingsbury Road LSS included a section written in the most common languages used in the borough with an explanation of how more information can be obtained.
- 6.2 The introduction of the LSS will provide a safer environment for all road users particularly the more vulnerable users like the disabled, elderly and children

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 a LSS on Kingsbury Road will improve road safety and promote walking and cycling in the local area.

Background Papers

File TP734 Kingsbury Road Local Safety Scheme

Contact Officers

Chris Margetts, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446

Richard Saunders
Director of Environment and Culture

Appendix 1: Consultation



Public Consultation

Kingsbury Road - Local Safety Scheme (Valley Drive to Roe Green)

I am writing to ask your views on the Council's proposals to provide road safety improvements along Kingsbury Road. Please read through the information in this document and then complete and return the enclosed questionnaire - **postage is free**. The closing date for the return of the questionnaires is: **10th October 2008**.

These improvements are being proposed as part of Brent Council's ongoing policy to reduce accidents on the borough's roads. The Council is continuing to deliver programmes of measures designed to provide safer conditions for all road users.

Eighteen accidents resulting in injury occurred along Kingsbury Road over the past three years; one of these resulted in serious injury and one accident resulted in a fatality. The measures proposed in this consultation are designed to provide safer conditions and reduce the likelihood that traffic accidents will occur in the future.

The key elements of the scheme are as detailed on the enclosed plan overleaf.

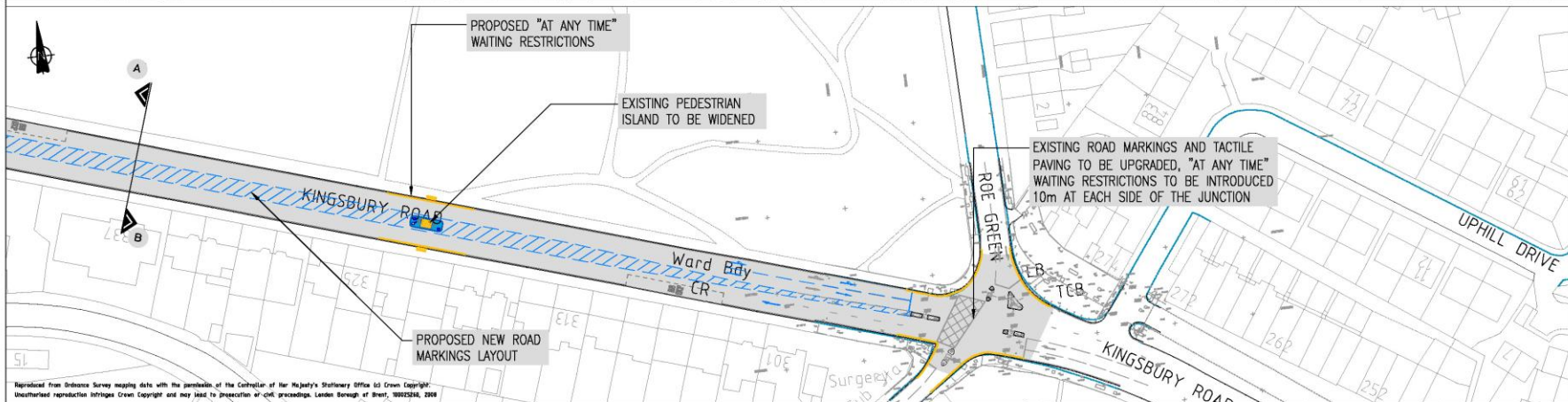
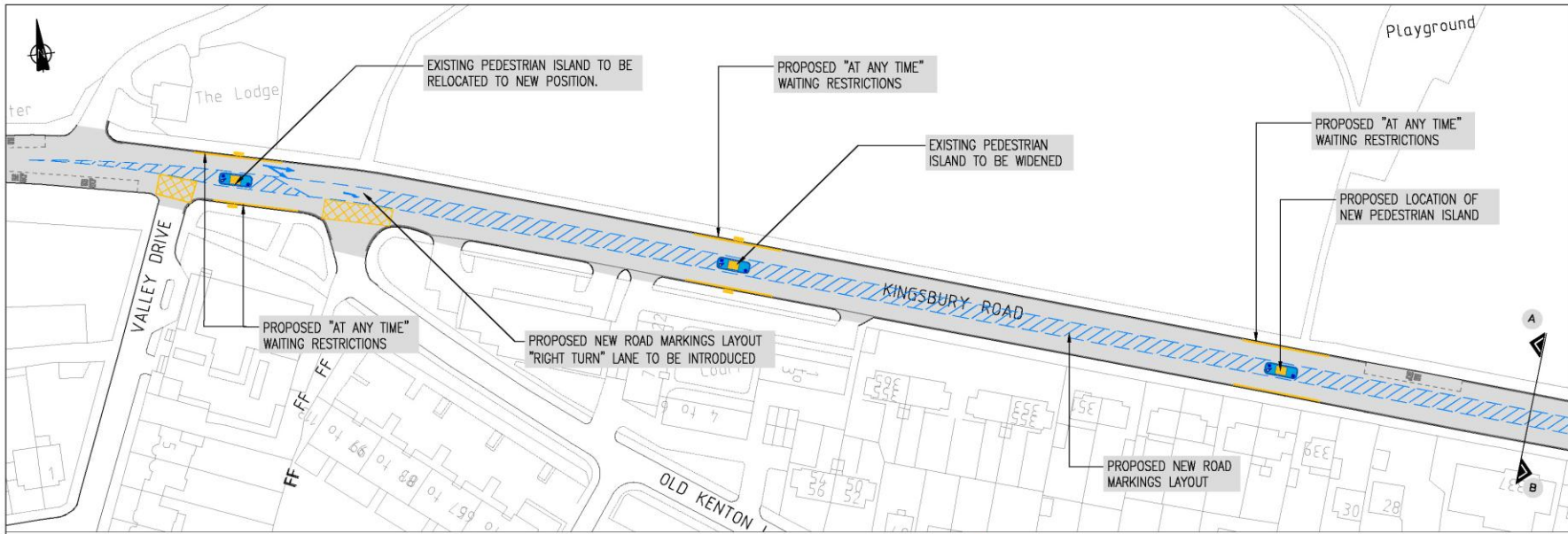
The proposed safety improvements are to:

- Upgrade the existing pedestrian islands and provide a new pedestrian island along Kingsbury Road between Valley Drive and Roe Green. This will reduce the pedestrian crossing distance as well as providing a safer place to wait in the middle of the road.
- Lay centre hatching road markings along the middle of the road in order to reduce the number of traffic lanes along Kingsbury Road to one lane in each direction. This should reduce vehicles speeds on Kingsbury road and improve driver awareness of other road users
- Installation of new, and extension of existing, "at any time" waiting and loading restrictions to ensure that there is enough room for vehicles to pass the islands safely.
- Upgrade the existing road markings and pedestrian crossing points at the junction of Kingsbury Road and Roe Green to comply with latest guidance.


The Council would be pleased to hear your views on the proposed measures. Details on how to respond to this consultation are given on the back page of this leaflet.

Phil Rankmore

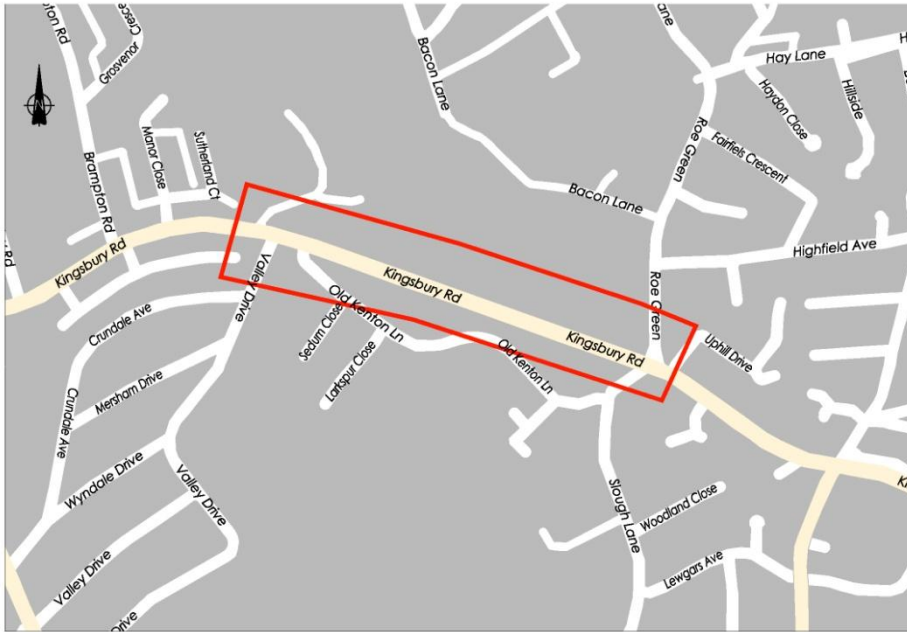
Acting Director of Transportation



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	London Borough of Brent Environment & Culture Transportation Service Unit Brent House, 349-357 High Road Wembley, Middlesex, HA9 8BZ			Notes 	Job Title LOCAL SAFETY SCHEMES KINGSBURY ROAD VALLEY DRIVE TO ROE GREEN	Scale 1:1000	A3	Designed C.M
						Date created 27-08-08		Drawn C.M
						Drawing No. TM-2590-03		Checked
						CAD Ref.		Approved
		Rev	Revision Note	Date	Drawing Title CONSULTATION LAYOUT			Rev. A

Consultation Area



Your views are important to the Council

Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.**

Only a questionnaire issued by the Council should be used to respond to this consultation and no photocopies or other material will be considered.

Your response is protected as required by the Data Protection Act and cannot be identified.

Please only write to us about the consultation issue. If you want to comment on any other matter, please use a separate letter.

The following are being consulted: All properties within the consultation area shown on the plan, Local and Statutory Groups, Emergency Services and Ward Councillors.

Consultation results are available to view on the council's website. Please go to www.brent.gov.uk/consultation to view the relevant consultation. Generally results are available within one month of the closing date.

If you would like further information please contact:

Carlos A Munoz
Traffic Engineer
Traffic Management Section
London Borough of Brent
Tel: 020 8937 5147

Customer Relations Officer
Traffic Management Section
London Borough of Brent
Tel: 020 8937 5185

If you require this document in larger print please telephone 0208 937 5132 / 5185



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Appendix 2: Delegated Authority Report



Traffic Management Section

Report to the Director of Transportation

For Action

Wards Affected:
Fryent and Queensbury

Report Title: LOCAL SAFETY SCHEME - KINGSBURY ROAD

Summary of Report:

The report reviews the results of recent the consultation together with the main points of opposition and makes recommendation for further action for the installation of road safety measures along Kingsbury Road.

Local Government Act 1972 – Access to Information

The following items were used in the preparation of the report:

- a) Consultation replies and analysis

The above documents may be inspected / copied by contacting:

Contact Officer: Carlos Munoz
Environment and Culture
Transportation Service Unit
Telephone: 020 8937 5147
Email: transportation@brent.gov.uk

Recommendations:

That the Director:

- 1) Notes the results of the consultation carried out by the London Borough of Brent
- 2) Approves the measures detailed in Section 2 for implementation.
- 3) Approves the making of the necessary Traffic Management Orders to implement the scheme.

1.0 BACKGROUND

- 1.1 The Council consulted residents on proposals to increase to increase local safety in Kingsbury Road between Valley Drive and Roe Green.
- 1.2 Eighteen accidents resulting in personal injury have occurred over the past 3 years, one of this resulting in a fatality.
- 1.3 Measures have been designed to address the causes of the accidents which have occurred along Kingsbury Road and provide a safer environment for all road users.
- 1.4 The consultation was carried out during September - October 2008.

2.0 PROPOSAL

- 2.1 The main objective of the scheme is to reduce vehicles speeds and reduce accidents, the proposed improvements are:
- Upgrade the existing pedestrian islands and provide a new pedestrian island along Kingsbury Road between Valley Drive and Roe Green. This will reduce the pedestrian crossing distance as well as providing a safer place to wait in the middle of the road.
 - Lay centre hatching road markings along the middle of the road in order to reduce the number of traffic lanes along Kingsbury Road to one lane in each direction. This should reduce vehicles speeds on Kingsbury road and improve driver awareness of other road users and provide a safe space for turning vehicles.
 - Installation of new, and extension of existing, "at any time" waiting and loading restrictions to ensure that there is enough room for vehicles to pass the islands safely whilst allowing the existing parking restrictions to take part along much of the road.
 - Upgrade the existing road markings and pedestrian crossing points at the junction of Kingsbury Road and Roe Green to comply with latest guidance.

3.0 CONSULTATION PROCEDURE

- 3.1 A questionnaire along with the consultation letter and a copy of the proposals shown in APPENDIX 'A' were distributed to 155 households in Brent, Fryent and Queensbury Councillors, all organisation/interest groups and statutory authorities including the emergency services.

4.0 CONSULTATION RESPONSE AND ANALYSIS

4.1 A total of 31 questionnaires were returned for the consultation, at a return rate of approximately 20%; (155 delivered)

4.2 The results of the questionnaire indicated that:

- 58% supported, 39% opposed and 3% had no opinion regarding the proposals.

4.3 A total of 21 Equalities Monitoring questionnaires were returned for the consultation. The majority of the respondents were Asian or Asian British. More males than females returned an equalities form and more respondents were in the 75-84 age group than any other age group. The second most prevalent age group was the 25-44 band.

4.4 The main points of concern expressed were:

RESPONDENTS	SOURCE	COMMENTS (SUMMARY)
Interest Groups (including companies and Councillors)		
	Metropolitan Police	<ul style="list-style-type: none"> • Agreed to the scheme proposals with no further comments.
	London Fire Brigade	<ul style="list-style-type: none"> • Agreed to the scheme proposals with no further comments.
	Metroline	<ul style="list-style-type: none"> • Agreed to the scheme proposals with no further comments.
	QARA Group of Associations	<ul style="list-style-type: none"> • Strongly opposed to the proposed scheme, in principle they agree with the proposed pedestrian islands works but reducing the proposed length of waiting restrictions around these islands to the absolute minimum. Not in agreement with narrowing Kingsbury Road for vehicular traffic to one lane each direction.
Councillors		
	Cllr Robert Dunwell	<ul style="list-style-type: none"> • Expressed his concerns regarding the proposals and his views are shared with the QARA group of associations.
Residents		
	Kingsbury Road	<ul style="list-style-type: none"> • Narrowing Kingsbury road for vehicular traffic will increase traffic and congestion in the area.
	Kingsbury Road	<ul style="list-style-type: none"> • Those currently using Roe Green park can currently

		park their cars on Kingsbury Road adjacent to the park, but when the road is changed to single lane this facility will not longer be available as a consequence they will have to park on nearby roads.
	Kingsbury Road	<ul style="list-style-type: none"> • Making Kingsbury Road to one lane in each direction will only increase congestion besides that visitor to residents will not be able to park.
	Kingsbury Road	<ul style="list-style-type: none"> • Agrees with the provision of traffic islands but can not see any benefits to narrowing Kingsbury Road apart from holding up the traffic even more.
	Kingsbury Road	<ul style="list-style-type: none"> • Night time traffic will move nearer to our homes, vibration and noise is a problem now, when vehicles are another lane close to our homes it will be worse.
	Kingsbury Road	<ul style="list-style-type: none"> • At least having 2 lanes people could turn left into Old Kenton Lane or Valley Drive without waiting in the long queue into Kingsbury shopping area and also turning left out into the Kingsbury Road.
	Kingsbury Road	<ul style="list-style-type: none"> • The scheme will cause parking difficulties for visitors.

5.0 RESPONSE TO THE ISSUES RAISED AT CONSULTATION

- 5.1 Results of the consultation can be found in Item 4.2
- 5.2 Some residents raised their concerns on the effect that the scheme will have on congestion, the main constraints to traffic movements in the area are the Roe Green signals and the nearby Kingsbury Roundabout, Sufficient 2 lane stacking space will be maintained at the Roe Green signals in order that their capacity will not be affected. It is possible at peak times that the scheme will lead to an increase in queue lengths as cars may be stacking in one lane for part of the queue length instead of two lanes, although this will not impact on the number of cars queuing or their journey time.
- 5.3 A number of comments were received with regard to the loss of parking along the area of the scheme. The proposed new lane width is 4.3m each direction with a further 4.0m wide central hatching allowing enough space for cars to be parked on both sides of Kingsbury Road with not negative effects on traffic flow. At any time waiting restrictions will be implemented 10m at each side of all pedestrian islands to allow free flow for buses.
- 5.4 Comments were received in relation to the increase of vibration and noise generated by vehicles travelling closer to resident's homes, the proposed new road markings layout will encourage drivers to drive at lower speeds this will contribute to the reduction in the levels of vibration and noise.
- 5.5 Residents of Valley Drive expressed concerns about delays for them accessing the area as cars currently queue in the outside lane allowing the nearside lane for residents to use it to gain access to Valley Drive and Old Kenton Lane, although queue lengths have not been observed extending this far, it has been agreed to widen the traffic lanes on the approach to the Junctions of Old Kenton Lane and

Valley Drive which will maintain enough road width in order to allow space for vehicles travelling westbound to turn left into these roads.

- 5.6 A number of residents from Valley Drive have contacted the Transportation unit expressing the view that they should have been included within the consultation, the decision not to include Valley Drive area in the consultation was consistent with Transportation's consultation policy as they are not deemed to be directly affected. The resident's association was however consulted and this other views raised are discussed above.

6.0 JUSTIFICATIONS

- 6.1 The proposed measures will reduce the potential for traffic accidents and provide a safer environment for all road users in the area by lowering traffic speeds.

7.0 FINANCE IMPLICATIONS

- 7.1 Funding from the Capital Programme 2008/09 is available from an allocation from TfL (Local Safety Schemes) £79,000 which fully covers the fees and other costs associated with the project.

8.0 RECOMMENDATIONS

- 8.1 Notes the results of the consultation carried out by the London Borough of Brent
- 8.2 Approves the measures detailed in Section 2 for implementation.
- 8.3 Approves the making of the necessary Traffic Management Orders to implement the scheme

APPROVED / REFER TO HIGHWAYS COMMITTEE

Signed..... Date.....
Phil Rankmore – Acting Director of Transportation

Contact Officers

Carlos Munoz, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5147.

Richard Saunders, Director of Environment & Culture

Appendix 3: Notes of the meeting with Petitioner 18 Nov 08

Meeting 18-November-2008 Kingsbury Road Local Safety Scheme

The meeting was chaired by Phil Rankmore.
Councillor James Moher, Councillor Ruth Moher, Peter Boddy, Gary Pidgeon (Metropolitan Police) Julia Day and Carlos Munoz in attendance.

Introduction: Councillors James Moher and Ruth Moher requested a meeting in order to discuss concerns of some residents regarding the Kingsbury Road consultation exercise and to seek new ideas for the Kingsbury Road scheme.

Presentation: Peter Boddy presented the proposals for the Kingsbury Road scheme that were included in the consultation stage to residents of the area,

The main points were:

1. The Council has selected Kingsbury Road (the section between Valley Drive and Roe Green) as a high accident spot, in reference to this; some money has been allocated in order to implement some remedial measures.
2. High speeds in Kingsbury Road are one of the mayor contributory factors for accidents; some speeds were recorded as high as 50mph during the night.
3. At the present Kingsbury Road has four lanes two lanes in each direction, the actual layout is encouraging drivers into travelling at excessive speeds.
4. The main proposal is to reduce the number of traffic lanes to one in each side of Kingsbury Road with central hatching road markings to encourage speed reduction and to improve safety for turning vehicles, additional measures will include: upgrading existing pedestrian refuges and to improve pedestrian crossing points and existing road markings at the junction of Kingsbury Road and Roe Green.

Discussion, Q & A

- Cllr James Moher and Ruth Moher requested an explanation on why they were not consulted on the scheme; they feel that Councillors should be consulted in the early stages of the scheme. *A consultation document in pdf format was set to councillors of the Fryent and Queensbury wards on Thursday 3rd of July 2008 (10:14 am), the Council will seek alternative ways to make sure all Councillors receive a hard copy of the consultation document a week before the actual consultation document is sent to residents of the area.*
- Gary Pidgeon (Metropolitan Police) in representation of some residents of the area argues that the amount of accidents in the study area does not justify the need for traffic calming or speed reduction measures, in addition suggest that some of the accidents are not speed related. Also thinks that reducing the two lanes to one lane proposal will create holds ups and tail backs for traffic. *Brent Council's prioritise location for remedial measures based o the number of accidents occurred in the last three years Kingsbury Road has been identified as a high priority spot for a local safety scheme.*
it is apparent from site observations and the result of speed surveys, which indicates that 85 percentile speeds are around 40mph this and the existing road layout are a key contributing

factor to the accidents along Kingsbury Road and the Roe Green signals, the proposed measures will encourage speed reduction, the proposed new lane width is 4.3m each direction with a further 4.0m wide central hatching allowing enough space for cars to be parked on both sides of Kingsbury Road with no negative effect on the traffic flow. The scheme has been designed so sufficient two lanes stacking space will be maintained at the Roe Green signals in order that their capacity will not be affected.

- Julia Day chairperson of the Valley Farm residents association is against the new proposals for Kingsbury Road arguing that it will make things worse as Kingsbury road already gets jammed, having one lane in each side of the road will stop people wanting to turn left into Old Kenton Lane or Valley Drive adds that parking along the road will be lost and will make the situation more difficult for the surrounding roads. *As already mentioned enough 2 lane stacking space will be maintained at the Roe Green signal, it is possible at peak times that the scheme will lead to an increase on queue lengths as cars may be stacking in one lane for part of the queue length instead of two lanes, although this will not impact on the number of cars queuing or their journey time. Parking restrictions are proposed to change to "at any time" waiting and loading near the pedestrian islands (10m each side approximately) the remaining part of Kingsbury Road will maintain the existing waiting and loading restrictions in place and will accommodate the existing parking activity.*
- General proposals were made in order to reduce the existing speeds in the area, common proposals were the introduction of permanent speed cameras, the installation of 30mph VMS signs, another option will be to provide parking spaces with build-outs on side of the road and to accommodate two lanes of traffic one at each side. *Speed cameras are only provided a locations at locations were the majority of accidents are proven to be speed related and the severity of injuries are severe of fatal, the introduction of VMS signs is proven to be effective only for a short period of time after its installation.*

Actions Arising

- Carlos Munoz is to produce a draft drawing showing a proposal that can accommodate formalise parking spaces and a new road layout with two lanes one at each side of Kingsbury Road.
- Give proof or apologies to Councillors regarding the consultation of the scheme.
- Consider new alternatives for the reduction of speed and accidents on Kingsbury Road.

Carlos A Munoz

Appendix 4: Review of the Kingsbury Road Local Safety Scheme.

Transportation Service Unit
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Wembley
Middlesex HA9 6BZ

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EMAIL: paul.smith@brent.gov.uk
WEB: www.brent.gov.uk

YOUR REF:
OUR REF: Kingsbury
DATE: 30th December 2008

Councillor James Moher
51 Medway Gardens,
Wembley,
Middlesex
HA0 2RJ

Dear Cllrs,

Re: Kingsbury Road – Local Safety Scheme

I am writing to you following our *meeting on 18th November 2008 and to update you on the subsequent work undertaken on the scheme.*

Copies of the Kingsbury Road consultation document were sent to all councillors of Fryent Ward and Queensbury Ward on Thursday 3rd of July 2008 at 10:14 am by Carlos Munoz. It is standard practice, and has been for some time, that copies of all Traffic consultation documents are sent to Councillors via email at least 1 week prior to being sent out to residents and this has generally worked very well. However, due to the issues arising from this consultation, from now on, hard copies of all consultation documents will be posted out to Ward Councillors as well as being sent via email for all future traffic scheme consultations.

I asked engineers in the Traffic Team who have not been involved in any of the previous work carried out on the development of the proposals to review the accident statistics and the proposed scheme on Kingsbury Road to get an independent opinion on the accident statistics and the proposed measures to mitigate these accidents. The comments made as part of the review are below:

From reviewing the accidents statistics on Kingsbury Road between Roe Green and Valley Drive over the three year period between 1/8/05 and 31/7/08 it is clear that the speed of traffic is a major problem on this stretch of the road and is by far the most significant contributory factor in the personal injury accidents (PIA's) that have occurred on this stretch of the road. The two most prevalent contributory factors are number 603 which is "Careless/reckless or in a hurry" and number 307 which is "Travelling too fast for conditions".

Contributory factors in a road traffic collision are the key actions and failures that led directly to the actual impact. Contributory factors are identified by the Police Officers in attendance at the scene after an accident has occurred and is based on evidence rather than guesses about what may have happened.

Twelve of the eighteen PIA's listed one of the contributory factors as "Careless/reckless or in a hurry". This contributory factor applies where a driver or rider behaved in a negligent or thoughtless manner or was in a hurry and, therefore, behaved in an unsafe manner. This covers cases where the person shows lack of concern about the possible consequences of their actions (careless), acts in spite of the likely consequences (reckless), or fails to consider the consequences of their actions as a result of being in a hurry.

Five of the eighteen PIA's listed one of the contributory factors as "Travelling too fast for conditions". This applies where a driver/rider was driving at a speed inappropriate for the road conditions and/or the vehicle type (including towing), and contributed to the collision.

As the vast majority of the PIA's have at least 1 contributory factor associated with speed or being in a hurry, and combined with the high traffic speeds that have been recorded (85th percentile speeds of 38.7mph for westbound traffic and 40.7mph for eastbound traffic), it is clearly evident that to reduce the number of PIA's on this stretch of Kingsbury Road the speed of traffic using this road needs to be reduced.

The proposed scheme reduces the lanes from two 3 metre lanes in each direction to one 4.3 metre wide lane in each direction with a large area of centre hatching and the provision of 4 new large pedestrian refuges at points along the road. Two traffic lanes will be maintained on the approach to the traffic signals at Roe Green signals to maintain capacity. The existing parking restrictions are proposed to be changed to "no waiting or loading at any time" near to the pedestrian refuges while the rest of the existing waiting and loading restrictions in place will be retained which will be sufficient to accommodate the existing parking activity on the road. The significant narrowing of the traffic lanes should significantly slow vehicles along the road which should result in a reduction in PIA's. The installation of the four large pedestrian refuges will provide safer crossing facilities for pedestrians.

One issue that may require further investigation are the high number of PIA's that have occurred in the hours of darkness along this stretch of Kingsbury Road. The general rule is that when looking at PIA's on a stretch of road you can expect to find 30% occurring in the wet and 30% in the dark. While only 17% of PIA's occurred in the wet, indicating that the road surface is in good condition with acceptable skid resistance, 56% occurred during the hours of darkness which indicates that there may be issues with lighting levels, most likely due to the park being on the north side of the road and this side of the road not receiving any secondary light from any buildings.

Following on from the meeting on 18th November 2008 between Council Officer and Ward Councillors the scheme design has been amended to include space for two lines of traffic on the westbound side of the road starting just before Old Kenton Lane and running up to Valley Drive, this will provide the space for left turning motorists to access Valley Drive. It is also intended to include a marked right turn facility into Valley Drive from Kingsbury Road.

It is proposed to proceed with the scheme as consulted, but with the amendments highlighted above. In addition, the lighting levels of the road will be assessed and lighting upgrades will be investigated depending on the outcome of the lighting survey.

If you would like to have a further meeting with myself and Peter Boddy, Team Leader of Traffic, regarding this scheme, please contact Peter at your earliest convenience after the Christmas break so that a meeting can be organised in early/mid January 2009.

Yours sincerely,

Phil Rankmore
Acting Director of Transportation

Appendix 5: Revised Proposal

