



**Highways Committee**  
27<sup>th</sup> July 2010

**Report from the Head of Transportation**

For Action

Wards Affected:  
Mapesbury

**Petition Regarding Speeding in the Temple Road Area**

Forward Plan Ref: E&C 10/11 -03

**1.0 Summary**

This report informs members of a petition received from residents of the Temple Road area regarding concerns about speeding and rat running within the area.

Residents have previously been informed that the area has been prioritised for funding for traffic calming measures and that funding has been secured for the implementation of measures within the 2010/11 and 2011/12 financial years.

However the petition illustrates that residents believe that action needs to take place earlier.

The report informs members of the processes necessary to implement a scheme, the constraints around the availability of funding for the scheme and explains why it is not practicable to bring the scheme forward.

In the petition there are suggestions about particular measures that should be implemented to address local concerns. The report responds to those suggestions.

**2.0 Recommendations**

- 2.1 That Committee notes the contents of the petition and the issues raised.
- 2.2 That Committee instructs Officers to progress the scheme as quickly as practicable within the funding and procedural constraints set on the project.

**3.0 Detail**

- 3.1 A petition, under the auspices of the NorthWestTwo Residents Association, has been received by the Council from residents of the Temple Road area. The petition is seeking the early introduction of new traffic calming measures within the area. The petition has been verified as being in accordance with Standing Orders.
- 3.2 The full wording of the petition is attached in Appendix A and concludes:
- “If you, like us, feel that any delays in dealing with this speeding problem will result in a fatality, please sign the tear off slip below...”*
- The petition also suggests particular measures that should be undertaken in response to concerns about vehicle speeds.
- 3.3 Correspondence was received from residents of the Temple Road area during 2009 expressing their concerns about speeding and rat running within the area and the road safety issues that this raised.
- 3.4 As part of the investigations into this correspondence it was determined that the area was already a 20mph zone. However, the speed of traffic on certain roads was in excess of that which was acceptable for a 20mph zone.
- Officers also identified that, although the personal injury accident (PIA) levels had dropped by approximately 50% following the introduction of the 20 mph zone, accident levels were increasing again at certain locations.
- It was therefore accepted that there was a need to make amendments to the existing 20mph zone.
- 3.5 Schemes to improve traffic conditions in Brent are chiefly funded by Transport for London (TfL) through the Local Implementation Plan (LIP) process. This is an annual process requiring programmes to be compiled and presented to TfL for approval on a set date, normally during the summer, for funding for the subsequent financial year.
- When Brent submitted its most recent programme in 2009 to TfL for approval, a scheme to undertake a review (with a view to making improvements) of the existing 20mph zone in the Temple Road area was included.
- 3.6 The first step of any review is to carry out surveys, undertake discussions with key stake holders and review the PIA. Once this has been done then an initial design can be undertaken for measures to address the existing accident/speeding problems. Following this public consultation will be carried out. Subject to the outcomes of the consultation a final design will be produced taking on board the outcomes of the consultation. Once the consultation and final design is completed then it will require approval for implementation either via this Committee or under delegated authority by the Head of Transportation.
- 3.7 Once the implementation is approved the legal order making process can commence. This process (set down by National Legislation) takes between 4 and 6 months on its own. Only once this legal process has been completed can physical implementation of the measures be undertaken. These generally take around 3 months to complete.
- 3.8 The design, consultation and implementation of area based schemes, such as that envisaged for the Temple Road area, can be time consuming which is why they are normally undertaken over 2 financial years. Approval was therefore sought (and

subsequently approved) from TfL for funding to undertake the design and consultation within the 2010/11 financial year and implementation during 2011/12.

3.9 Funding was approved by TfL in November 2009 and the concerned residents were subsequently informed of this, along with the timescale for scheme implementation.

3.10 Residents were, however, concerned that the timescale for the works was too long and this has resulted in the petition which implies that implementation should be brought forward and identifies specific measures that residents seek to be actioned as quickly as possible.

The timetabling of Highways Committee meetings has precluded this report being presented to Members before now.

3.11 Brent, along with all of the Greater London Authorities, is chiefly dependant on the funding of its Traffic Management/Speed Reduction schemes from this annual (LIP) allocation from TfL.

There are no other sources of funding available to fund this scheme or to implement measures in advance of the scheme.

3.12 The following section of the report sets out the officer position in relation to the specific issues/suggestions contained within the petition:

**Concern about the visibility of 20mph zone entry signs on Temple Road.**

The current arrangement/positioning of the signs is consistent with national guidance. However there maybe some benefit in combining these signs with the CPZ entry signs to improve their visibility. This will be looked into as part of the review.

**Seek the introduction of additional 20mph zone boundary signs at the Mora Road end of Temple Road.**

20mph zone entry signs can only be placed at the boundary of a 20mph zone and therefore they cannot be positioned at the Mora Road end of Temple Road. It would however be possible to consider placing some speed limit repeater signs within the zone. This will be considered within the review.

Legislation allows for the marking of the speed limit roundel markings on the carriageway in conjunction with a speed limit sign. They could therefore be introduced with the speed limit repeater signs.

**The use of Variable Message Signs (VMS) within the Zone.**

The use of variable message signs within the 20mph Zone can be considered as part of the review. However it is likely that vertical measures such as table junctions, entry treatment and speed cushions/humps will form an important element of the additional speed reducing measures as they have a long term impact of the speed of vehicles while VMS's tend to have a shorter term impact.

**4.0 Financial Implications**

4.1 Officer time costs associated with preparing this report and for the continued development of this project is funded by TfL as part of a £25,000 allocation (2010/11) for the Mora/Temple Road Neighbourhood Scheme..

**5.0 Legal Implications**

5.1 None at this time

## **6.0 Conclusions**

Officers appreciate the concerns shared by residents of the Temple Road area about the traffic conditions there and, recognising those concerns, have prioritised the area for funding through annual the TfL LIP process.

Funding has been secured to progress a scheme over the 2010/11 and 2011/12 financial years.

This report explains the processes that need to be followed to ensure that a scheme that is appropriate and has general community support is introduced. Constraints over funding and process mean that it is not practicable to bring forward implementation into 2010/11. Even if the process could be shortened the funding regime is such that this would mean de-prioritising implementation of another scheme elsewhere in Brent.

Officers will however, recognising the concerns of residents, ensure that the scheme is progressed as quickly as practicable within the financial and process constraints that exist.

## **7.0 Diversity Implications**

7.1 There are no significant diversity implications associated with the subject of this report. All public consultation material will include an explanation of how more information about the proposals can be obtained. It will be written and available in several languages that are commonly spoken in the Borough.

## **8.0 Staffing/Accommodation Implications**

8.1 None.

### **Background Papers**

None

### **Contact Officers**

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

**Tim Jackson**  
**Head of Transportation**

### **Appendix A - Petition**

# NORTHWESTTWO RESIDENTS ASSOCIATION

Tel: 07531 404236 Email: [NorthWestTwo@gmail.com](mailto:NorthWestTwo@gmail.com) Website: [www.northwesttwo.co.uk](http://www.northwesttwo.co.uk)

August 2009

Dear residents

## SPEEDING

Temple/Langton/Wotton Road fall within the area of a 20 mph zone which was introduced in the 2005/06 Brent Council financial year.

Last week we took the number plate of a speeding "Mouchal" van and reported it to Thames Water. Thames Water checked the tracker in his van which showed a speed of 38 mph. The driver has been disciplined and the other drivers warned once again.

At last night's quarterly Mapesbury Ward Panel Meeting with Sgt Jackson and the SNT, one of the agreed priorities was this speeding issue and another police operation will be carried out.

It would help if:

- Lollipop 20 mph signs at the top of Temple/Edgware Roads are re-positioned
- Require 20 mph signs at both ends of Temple Road
- 20 mph signs on the road are repainted and repeated along the road.
- Flashing "slow your speed" sign (like in Anson Road).  
The cost estimate for supply and erection of a VMS (variable message sign ) electronic speed warning sign, which is normally placed onto existing lamp columns (to reduce the additional cost of erecting a new post in the footway ) is £2,500 - £2,700. According to Brent Council this type of sign is quite effective in the first three month period, as after this period the drivers become accustomed to this signage and drivers reaction is not so effective in reducing vehicular speed along a road.
- Temple Road was not a rat run taking the brunt of the traffic from the Edgware Road.

Brent Council have asked for our area to be considered as a priority in the next round of bidding from the annual LIP funding process from TfL. Should this bid be successful funding would be available within 2010/11 financial year to design, consult and implement additional traffic management measures in the area to mitigate the ongoing problems.

If you, like us, feel that any delays in dealing with this speeding problem will result in a fatality, please sign the tear off slip below and leave it at Pravin Patel's newsagents at 28 Temple Rd.

To: Cllr Hayley Matthews

Date: 8-9-09

I/We support NorthWestTwo Residents Association's request for traffic calming measures to stop speeding in Temple / Langton / Wotton Roads and for Temple Road not to be the local rat run.

Name: ANTONIO M. S. E. O. Address: 3-5C, MICHAELS RD

Email: N.W.2.6XD Tel: (optional)

Signed: 