



Highways Committee
22 January 2015

Report from the Head of Transportation

For Action

Wards Affected:
Stonebridge

Petition requesting various traffic engineering measures on Brentfield, Stonebridge NW10.

1.0 Summary

- 1.1 This report informs the committee of a petition requesting various traffic engineering measures on Brentfield / Hillside NW10 and details works associated with an existing development being implemented in the area.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the investigations undertaken by officers.
- 2.2 That the Committee notes that a local safety scheme for Brentfield Road / Hillside is included in the Transport for London funded Local Implementation Plan programme for construction in the 2014/15 financial year.
- 2.3 That the Committee notes the response of officers to the petition, as set out in this report. Agrees that the work currently programmed to improve safety addresses the concerns of the petitioners, and therefore no further action is required at this time.
- 2.4 That the Committee agrees for officers to monitor the situation following completion of both the development related safety improvements and implementation of the local safety scheme.
- 2.5 That the main petitioner be informed of the outcome of the Highways Committee decision in regard to this matter.

3.0 The Petition

- 3.1 A petition has been received from residents of Hillside, Stonebridge requesting traffic engineering measures on Brentfield / Hillside NW10. The petition has been verified and is reported in accordance with Standing Orders. It has 51 signatures and reads:

'RE: Changes in phasing at the traffic light and vehicles running the red light - Danger at location.

LOCATION: Traffic lights next to The Avenue, Bridge Park Hotel NW10 SBN and The Hub and Tesco Metro Stonebridge. Another landmark at the crossing is Rocky's.

Please find signatures from businesses and citizens concerning the traffic light situation at the mini lights on Harrow Road / Hillside NW10.

The reason for the signatures is that there have been a number of near-misses and accidents. The problems were most definitely problematic when the number 18 bus stop was adjacent to Shakespeare Avenue. As the bus stop has now moved this has eased congestion. However, vehicles parking on the pavement outside the hub are causing problems.

Are you in a position to consider and make changes to include the following?

- a) Countdown on the pedestrian sides of traffic lights*
- b) Slow down signage, humps, CCW, traffic cameras, warning signs, dead slow zone?*
- c) Beware sign on the pavements don't let this be the last thing you read / see ... or similar...*
- d) Loading only and control of parking at the Hub — it is in fact a pavement/foot path*
- e) Control of traffic on the avenue and widening of the footpaths*
- f) Any other sensible measures with appropriate consultation'*

- 3.2 Copies of the petition and covering letter are available for inspection by Members of the Highways Committee.

4.0 Background

- 4.1 The section of Hillside described in the petition runs between its junction with The Avenue and Brentfield Road. The Stonebridge Centre, Evangelical Church and a series of retail outlets, including a Tesco express, front the carriageway. Indiscriminate parking has been observed along the route by those visiting the shops. The route is subject to the usual a 30mph speed limit for a road of this type.
- 4.2 This route has high volumes of traffic with a recent survey identifying traffic flows of 24,359 vehicles on an average day, in both directions combined.

- 4.5 This allocation for a local safety scheme was made following an analysis of accident data in the area, which identified 46 personal injury accidents (PIA's) between the period of March 2010 and June 2014 (50 months), of which 5 were serious.
- 4.6 The petition was received when the local safety scheme went out to consultation and, whilst the location was outside the limits of the scheme, consideration was given to contents of the petition.
- 4.7 The local safety scheme report concluded that measures being undertaken as part of the new development would address many of the issues raised in the petition and the consideration of additional measures was not therefore required at this present time.
- 4.8 The results of the public consultation concluded that;
- 49 responses were received from 411 consultation questionnaires sent to local residents and businesses, representing a 12% return rate which is similar to other schemes.
 - 80% of respondents supported the scheme.
 - 6% of respondents were not in favour, and,
 - 14% did not give an opinion.
- 4.9 The scheme is therefore being progressed for implementation by the end of March 2015, and the key features of the final scheme are;
- Construction of a new zebra crossing in Hillside between its junctions of West End Close and Wesley Road to facilitate school children crossing the road safely and to gain access to the recently opened school annex on the northern side of Hillside. A high number of PIA's occurred at this location.
 - Construct an uncontrolled pedestrian crossing (pedestrian refuge island) at the centre of the carriageway in Hillside near the junction with First Drive. The location chosen for this facility is in close proximity to shops and residential properties and has experienced accidents;
 - Construct another uncontrolled pedestrian crossing (as above) near the junction with Sunny Crescent. The proposed crossing is close to the local community centre and residential properties. A few personal injury accidents were reported near this location;
 - Change the existing traffic splitter island into a pedestrian refuge island to facilitate an uncontrolled pedestrian crossing near the junction with Conduit Way. This location is in close proximity to the London Overground / underground station, North Circular Road, local amenities and residential properties. Several personal injury accidents were reported near this location.

- Amend existing loading and waiting restrictions and introduce 'no loading & no waiting at any time' restrictions along this stretch road to improve bus movement and road safety. There are few businesses located outside 173 Hillside which has already 'no loading and no waiting restrictions.
- Extend the cycle route (45) by 29m near the bus stop outside 20 Hillside as a result of shortening of the bus cage. The cycle lane will be kept to its existing 1.5m width.

These measures are shown in Appendix 1 - Brentfield / Hillside Local Safety Scheme Plans.

5.0 Accident analysis of section of Hillside of petitioners concern

- 5.1 Following receipt of the petition, officers reviewed accident data for the section of road of petitioners concern. There have been 5 accidents between The Avenue and Brentfield Avenue during the 3 year period between July 2011 and July 2014. Of these 1 resulted in a serious injury and the 4 resulted in slight injuries, 1 involving a cyclist and 2 pedestrians.
- 5.2 The serious accident involved a cyclist manoeuvring to turn right at Shakespeare Road and being struck by an overtaking vehicle. Unfortunately, this is a result of driver error and it is unlikely that any measures that could be provided would have prevented this accident from occurring.
- 5.3 Two accidents involved pedestrians, one of which involved a wheelchair user on the crossing being struck by a car which failed to stop. This occurred at night and involved a driver in their 80's. The second accident occurred at the junction with Shakespeare Road and involved a pedestrian stepping into the road with a buggy and was struck by a car.
- 5.4 One accident involved a bus passenger falling over as a result of sharp braking due to a pedestrian in the road.
- 5.5 One accident involved a rear end shunt at the Brentfield Road traffic signals.
- 5.6 There was one further accident resulting in a slight injury 25m west of its junction with Shakespeare Crescent which involved a car pulling over to park and colliding with a cyclist.
- 5.7 Three of five collisions involved pedestrians stepping into the road (although one was a contributory factor to the collision rather than a casualty). Improvements to the crossing being undertaken as part of the development works should help to improve pedestrian safety.
- 5.8 Currently the road markings along this section of road are in poor condition. They are worn and faded and which could create confusion for drivers resulting in errors which increases the potential for accidents. Resurfacing associated with the

relocation of crossing will result in road markings being renewed which in turn will improve driver awareness of their environments and therefore road safety.

6.0 Response to the petition

6.1 The petition requests that a number of measures are considered to improve road safety on Hillside/ Brentfield between the traffic lights next to The Avenue, Bridge Park Hotel NW10 SBN and The Hub and Tesco Metro Stonebridge. This report considers each of the requests in detail below:

6.2 *'Vehicles parking on the pavement outside the hub are causing problems'*

It has been agreed that bollards can be located outside the Hub as part of the development highway improvement works to prevent parking on the footways and thereby improving pedestrian safety.

6.3 *'Countdown on the pedestrian sides of traffic lights'*

Countdown signals will be provided as part of the works associated with the relocation of the pedestrian crossing being undertaken as a result of the development.

6.4 Request for 'Slow down signage, humps, CCW, traffic cameras, warning signs, dead slow zone'

Advance warning signs will be erected in conjunction with the relocated Pelican crossing as part of the developer's improvement scheme. In addition 'SLOW' road markings will be provided adjacent to the signs to further improve driver behaviour.

Brentfield Road and Hillside are Principal Classified 'A' roads and form part of the boroughs Strategic Road Network (SRN). There are high volumes of traffic and therefore it is not appropriate to provide vertical calming measures such as road humps. However, the improvement works as part of the development in the area will improve signage and road markings which will improve driver awareness and therefore improve road safety.

Speed surveys undertaken east of this section as part of the road safety study and indicate that the 85th percentile speed is 32mph which is within expected levels for a 30mph speed limit. Whilst the surveys were not undertaken at this specific location this area is similar in nature with the addition of on street parking and therefore it is likely that speeds are of a similar level. Speed cameras are implemented by Transport for London (TfL) on the basis of speed related accidents and the existing speed cameras are programmed for replacement with digital cameras, with the camera near the new zebra crossing being relocated nearer to the junction with Wesley road. Officers will liaise with TfL on whether further speed cameras are necessary following implementation of the planned safety improvements.

- 6.5 *Beware sign on the pavements don't let this be the last thing you read / see ... or similar...*

As the highway authority we are bound by regulations about what can and can't be introduced on the highway. There are regulations about signage that is permitted and there are no standard signs within the regulations that convey this message. Temporary road safety messages are sometimes used as part of road safety campaigns and officers will consider whether any improvements to pedestrian signage is necessary when monitoring accidents statistics and reviewing the effectiveness of proposed safety measures.

- 6.6 *'Loading only and control of parking at the Hub — it is in fact a pavement/foot path'*
'Control of traffic on The Avenue and widening of the footpaths'

The Avenue and road outside The Hub are not dedicated as adopted public highway, and as such the Highway Authority are not responsible for undertaking such improvement works. However, as part of the development works measures will be undertaken to improve these routes including improvements to the footways and the provision of a speed table at the junction of Hillside with the Avenue.

The Avenue (from Hillside to Fawood Park) is anticipated to be adopted towards the completion of the site 10 Stonebridge Hat Development at which time the site can be monitored and further works considered, if required.

- 6.7 In view of the above it is felt that works being proposed as part of the ongoing development will improve road safety in this area. Therefore it is felt that it would not be appropriate to consider further measures until the works are complete, at which time the situation can be reviewed to assess if additional measures are required.

7.0 Financial Implications

- 7.1 All proposed work is being funded by the developer or as part of the Transport for London funded Local Implementation Plan allocation of £130,000.

- 7.2 There are no financial implications on the Councils revenue budget arising from this report.

8.0 Legal Implications

- 8.1 There are no legal implications arising from this report and its recommendations at this time.

- 8.2 Amendments to waiting and loading restrictions will require a Traffic management order (TMO) under the Road Traffic Regulation Act 1984.

9.0 Diversity Implications

- 9.1 S149 Equality Act 2010 provides that the Council must have due regard to the need to eliminate discrimination, and advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not.
- 9.2 An Equality Assessment has been carried out after the consultation with all affected residents/businesses for the local safety scheme and this assessment has been included in the Delegated Authority report approved by the Head of Transportation.
- 8.2 There are no diversity implications arising from this report and its recommendations at this time.

Appendices

Appendix 1 - Brentfield / Hillside Local Safety Scheme Plans.

Background Papers

Petition

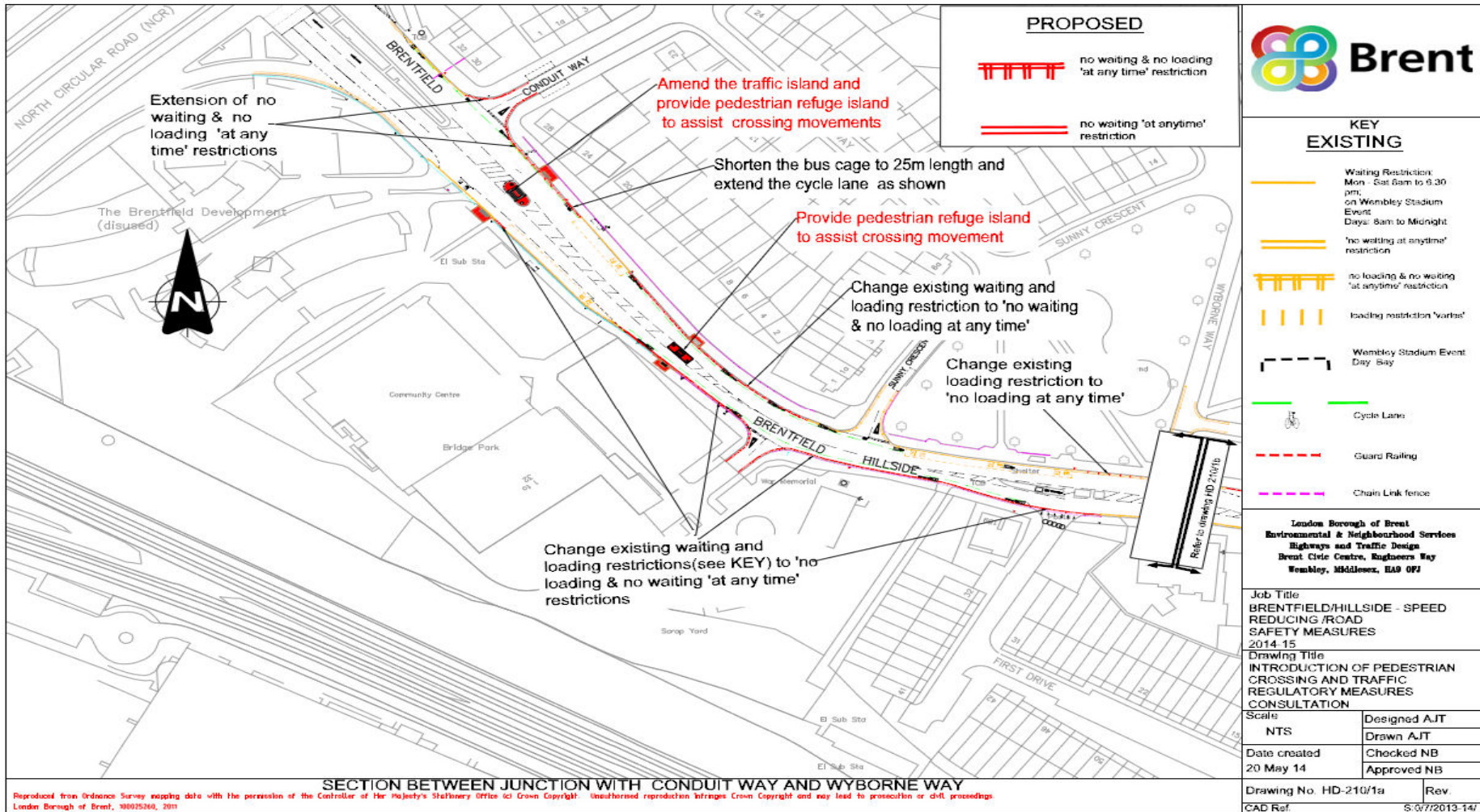
Delegated Authority Report – Hillside Brentfield Road Safety Scheme

Contact Officers

Sandor Fazekas, Projects Development Manager (x5113)
Naomi Barnes, Team Leader, Project Development (x5181)

Brent Civic Centre
Engineers Way
Wembley HA9 0FJ
Tel: 020 8937 1234

Appendix 1 - Brentfield / Hillside Local Safety Scheme Plans



Appendix 1 (Continued) - Brentfield / Hillside Local Safety Scheme Plans

