



Highways Committee 13th December 2011

Report from the Head of Transportation

For decision

Wards Affected:
Willesden Green & Brondesbury Park

Petition for Traffic Calming in Chambers Lane and Harlesden Road

Forward Plan Ref: E&C-

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking the introduction of traffic calming on Chambers Lane and part of Harlesden Road. The petitioners are concerned about speeding and safety on these roads

The report outlines the results of a review of the situation which concludes that the road has moderate levels of traffic, that vehicle speeds are higher than desirable for residential roads and that there have been 3 personal injury accidents (pia) on these roads in the last 3 years.

Officers will shortly be consulting residents in the area adjoining Chambers Lane and Harlesden Road on the “Donnington Road Neighbourhood Scheme”, which will, subject to the outcome of consultation, result in the introduction of a 20mph zone in that area.

The report seeks approval to extend the Neighbourhood Scheme to include Chambers Lane and sections of Harlesden Road, so as to address the concerns of the petitioners.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition
- 2.2 That Committee approves the extension of the Donnington Road Neighbourhood Scheme to include Chambers Lane and sections of Harlesden Road.

3.0 The petition

3.1 A petition, received via the Brondesbury Park Ward Councillors, requests the introduction of traffic calming on Chambers Lane and Harlesden Road. The petition has been verified to be in accordance with Standing Orders.

3.2 The full wording of the petition is:

We call for the Council to introduce traffic calming measures to reduce the speed of vehicles in Chambers Lane and Harlesden Road.”

The petition has 61 signatures.

4.0 Existing Situation

4.1 Chambers Lane is a residential road approximately 10m wide forming part of an east/west link joining two popular north/south routes, those being Chamberlyne Road/Sidmouth Road and Pound Lane/Robson Avenue.

Harlesden Road is broken into a number of different sections. The lengths of it to be consider by this report, and subsequently referred to as Harlesden Road, are the continuation of Chambers Lane linking to Pound Lane (approximately 107 to 169 Harlesden Road) and the loop to the east of Robson Avenue which join Donnington Road (approximately 191 to 349 Harlesden Road) Harlesden Road is residential and between 8.1m and 8.8m wide.

Chambers Lane and the section of Harlesden Road between 191Harlesden Road and Donnington Road are bus routes.

Residents have expressed concerns regarding speeding along Chambers Lane and Harlesden Road over a number of years. Officers have responded to those concerns by introducing additional warning signage including a vehicle activated sign.

More recently concerns about road safety along Harlesden Road, and in particular relating to the potential impact of the possible re-development of the “Reservoir Site” have also been raised by residents of 119-215 Harlesden Road through a Willesden Green ward member.

Residents and ward members are also concerned that there is an aging population on Chambers Lane who have more difficulty crossing the road because of vehicular speeds. No work has been done at this time to verify this assertion but it is a relevant concern.

A plan showing the area is attached as appendix A

5.0 Detail

Brent is committed to the continued reduction of personal injury accidents (PIA) and the improvement of road safety on our roads. To that end our traffic management programmes prioritises locations with the most significant problems on an annual basis for the introduction of mitigation measures. The main factors considered in this prioritisation are PIA levels, volume and speed of traffic.

An assessment of the PIA levels on Chambers Lane and Harlesden Road has indicated that there have been 3 PIA during the past 3 year period.

Speed and Volume surveys along Chambers Lane have also been undertaken. These show morning peak bi directional flows of 250vph and 350vph in the afternoon/evening peak. This indicates low to medium traffic levels.

Vehicular (85%ile) speeds have been measured as 28.4mph southbound and 30.9mph. Although these show a high level of compliance with the existing 30mph speed limit, they are higher than desirable for what are predominately residential roads.

The investigations indicate that that Chambers Lane and Harlesden Road take moderate levels of traffic, have higher than desirable vehicular speeds and that a number of PIA have taken place. The roads therefore have some priority for the introduction of mitigation measures.

Officers are currently developing proposals for a neighbourhood scheme within the Donnington Road area. That area adjoins Chambers Lane and Harlesden Road. The proposals, will include a 20mph zone, are to be consulted on within the current financial year.

Officers are of the view that the Donnington Road Neighbourhood Scheme should be expanded to include consultation on the introduction of a 20mph zone on Chambers Lane and Harlesden Road. This proposed extension to the Neighbourhood Scheme is shown on the plan in Appendix A.

This would enable the concerns of the petitioners to be addressed at the earliest possible opportunity.

6.0 Financial Implications

Funding for the Donnington Neighbourhood Scheme is available from the Annual Local Implementation Plan (LIP) settlement from TfL.

An allocation of £30,000 is available from the LIP within the current (2011/12) financial year for design and consultation on the Neighbourhood scheme. The costs for the design and consultation on an extended scheme (to include Chambers Lane and Harlesden Road) can be contained within this.

A provisional allocation of £190,000 has been identified within the 2012/13 LIP to fund the implementation of the Donnington Road Neighbourhood Scheme.

The cost of additional works for an extended Neighbourhood Scheme, should it be supported during the consultation, is estimated to be £35,000.

Although this additional cost cannot be contained within the 2012/13 LIP allocation, officers have identified an (uncommitted) S106 allocation from developments within the area which will fully cover these additional costs.

Budget has therefore been identified to undertake the development and introduction of measures on Chambers Lane and Harlesden Road to address the concerns of the petitioners, as proposed in this report.

7.0 Legal Implications

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

8.0 Equalities implications

There are no other equalities implications associated with this issue at this time.

Background Papers

None

Contact Officers

Peter Boddy – Transportation Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446. E-mail peter.boddy@brent.gov.uk.

Tim Jackson – Head of Transportation, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5151. E-mail tim.jackson@brent.gov.uk.

Appendix A – Location Plan

