



Highways Committee
20th March 2012

**Report from the Head of
Transportation**

For decision

Wards Affected:
Queen's Park

Petition for the introduction of Traffic Calming on Brooksville Avenue

Forward Plan Ref: E&C-

1.0 Summary

- 1.1 This report informs the Committee of a petition seeking the introduction of specific traffic calming measures along Brooksville Avenue due to concerns about safety
- 1.2 The report outlines the results of a review into the situation and advises that the Chevening Road area, including Brooksville Avenue has already been identified as a priority for the introduction of a 20mph zone and is included within the Councils Local Implementation Plan Programme.
- 1.3 The report explains that design and consultation on proposals is due to take place within the 2012/13 financial year with implementation taking place, subject to the outcomes of the consultation, within the 2013/14 financial year.
- 1.4 The report seeks approval to continue with the current course of action.

2.0 Recommendations

- 2.1 That the Committee notes the contents of the petition and the issues raised.
- 2.2 That the Committee notes the course of action taken by officers in relation to the issue and that the proposals will be incorporated into the plans for the Chevening Road area 20mph scheme which will be designed in 2012/13 with a view to implementation in 2013/14.

3.0 The petition

3.1 The petition, received from residents of the area via Vanessa Pilkington requests the urgent introduction of specific traffic calming measures along Brooksville Avenue

3.2 The full wording of the petition is:

"I request that Brent Transportation Department installs a central island at each end of Brooksville Avenue and takes any other measures that will slow down traffic and reduce the risk of further accidents."

The petition has 75 signatures.

The full wording of the petition is included as appendix A and the associated covering letter as appendix B.

4.0 Existing Situation

4.1 Brooksville Avenue forms one of a series of east/west ladder roads linking Salusbury Road and Kingswood Avenue. Following the introduction of a median strip at the Salusbury Road / Chevening Road junction in 1976, Brooksville Avenue is the next available road for southbound traffic to turn westwards off Salusbury Road. Brooksville Road is approximately 9.2m wide where the remainder of the available ladder roads are 7.4m wide.

4.2 These factors continue to have the affect of making Brooksville desirable as a rat run in comparison to the other ladder roads.

4.3 Three right turning accidents have occurred at the junctions of the ladder road with Salusbury Road in the 3 years to the 31/10/12. One at the junction of Brooksville Avenue, the second at the junction of Hopefield Avenue and the final one at the junction of Summerfield Avenue. The accident at the Brooksville Avenue resulted in a fatality.

4.4 This fatal incident was the result of a stolen vehicle (uninsured Mercedes car) making a right turn movement from Salusbury Road into Brooksville Avenue and colliding with a motorcyclist (travelling northbound along Salusbury Road). This occurred at about 10pm on 25th January 2011, when the road surface was wet.

4.5 Traffic surveys were undertaken on Brooksville Avenue and the next adjoining ladder road, Windermere Avenue, during February 2012.

	Brooksville Avenue	Windermere Avenue
E/bound 85%ile Speed	28.2mph	25.3mph

E/bound average speed	21.9mph	19.6mph
W/bound 85%ile speed	28.4mph	24.8mph
W/bound average speed	22.7mph	19.7mph
AM peak flow	161 Vehicles per hr	32 Vehicles per hour
PM peak flow	59 vph	34 vph
Daily Total flow	752 vehicles	308 vehicles
Average hourly flow 7am – 7pm	34 vph	18.9 vph
Average Daily HGV	0	0
Average daily MGV*	17	13

*MGV's in this case are defined as vehicle between large transit van and refuge vehicle size

4.6 The results of these surveys show that speeds are generally higher on Brooksville Avenue because of its greater width than Windermere Avenue. However the results show that there is a high level of compliance with the existing speed limit, with 85%ile speeds below 30mph.

4.7 The results also evidence of “rat running” along Brooksville Avenue during the morning peak hour, at a relatively low level (161 vph). For the remainder of the day traffic levels are very low with an average hourly traffic flow between 7am and 7pm of 34vph (approximately 1 car every 2 minutes)

5.0 Detail

5.1 The Councils policy is to support the introduction of a 20mph speed limit on all residential roads where supported by the local community. The demand for traffic calming within the borough is such however that the rollout of 20mph zones has to be prioritised on a needs basis with the locations with the greatest issues being treated first.

5.2 As is the case with most London Authorities the funding for this type of scheme comes to Brent from Transport for London via an annual Local Implementation Plan (LIP) bidding process with a programme of schemes outlined a number of years in advance.

5.3 Within the annual LIP funding there is sufficient funding to only implement on average two 20mph zone type projects per year.

5.4 The council has been aware of the aspiration of the community's for traffic calming within the area, via initially the Queens Park Area Residents Association (QPARA) and subsequently the lead petitioner. Regular correspondence has taken place on the topic and officers have attended several meetings to discuss the matter over the last 3 years since the adjoining 20mph zone to the north was completed. QPARA were also involved with that scheme.

5.5 The message given by officers has been consistent in regards to the matter throughout this period. The message has been that, although the need for calming measures within the area has been recognised, there have been

other areas within the borough which have been a higher priority due to factors such as the level of personal injury accidents and number of schools.

- 5.6 The Chevening Road area, including Brooksville Avenue, is in the council's current LIP programme for the implementation of traffic calming for several years with design and consultation of measures programmed for 2012/13, and subject to the results of the consultation implementation within 2013/14.
- 5.7 To accelerate this proposed programme would have an impact on funding and staff resource for the rest of the LIP programme. This would mean dropping other scheme/schemes from the programme which this Committee has already approved.
- 5.8 In regards to the specific measures requested with the petition, that being traffic islands at either end of the road further measures to reduce speed.
- 5.9 85%ile speeds of 28mph demonstrate that additional traffic calming measures are required along Brooksville Avenue to reduce speeds to an acceptable level for a 20mph speed limit. These will be developed as part of the scheme.
- 5.10 The normal desirable minimum road width for the introduction of a traffic island on a road is 10m. This can be reduced at times to 9m although this may require the adjustment of the kerb radius to allow adequate space for turning vehicles. Brooksville Avenue falls within the range of road widths where islands may be possible. However a side effect of introducing islands on road, particularly the narrower ones, is that parking has to be kept a considerable distance back from the junction to allow access for larger vehicles like refuse and delivery vehicles.
- 5.11 The current 10m long double yellow lines at both ends of Brooksville Avenue would be inadequate and would need to be lengthened by at least one if not two car length on both sides of the road. There is a higher demand for parking in this area and the loss of parking spaces maybe unacceptable to residents.
- 5.12 An alternative option to the use of traffic islands would be to use build-outs to narrow the width of the junction. This would have some affect on reducing the speed of vehicles entering the road, but would not impact on parking.
- 5.13 It is also worth noting that as Kingswood Avenue is proposed to be included within the same 20mph zone, then speed of vehicles entering Brooksville Avenue from that end would already be reduced.
- 5.14 The proposed Chevening Road scheme covers a considerable area. Officers are already working with QPARA in identifying local transport and safety issues of concern. The measures proposed as part of the scheme have to be delivered within the limitation of the funding available as part of the LIP programme. It is therefore important to use the funding as effectively as possible to maximise its benefit. There may therefore be alternative measures that are a more effective use of the funding than the introduction of a measure at the Kingswood Avenue/Brooksville Avenue junction.

- 5.15 It is therefore proposed that the design and consultation of the Chevening Road area scheme, including Brooksville Avenue, should go ahead as currently programmed within the 2012/13 financial year with subsequent implementation within the 2013/14.
- 5.16 As part of the scheme traffic calming measures to reduce vehicular speeds will be developed for Brooksville Avenue. Options for the narrowing and introduction of a traffic island will be developed for the Brooksville Avenue/ Salusbury Road junction, and if viable both will be consulted as options. Options for measures at the Kingswood Avenue junction will also be developed and considered for progression in comparison to other measures within the scheme.

6.0 Financial Implications

- 6.1 There are no financial implications arising from this report at this time.

7.0 Legal Implications

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

8.0 Equalities implications

- 8.1 There are no other equalities implications associated with this issue at this time. An equalities analysis may need to be undertaken once consultation on the proposals has been completed.

Appendices

Appendix "A" – Wording of the Petition
Appendix "B" – Petition Covering Letter
Appendix "C" – Location Plan

Background Papers

None

Contact Officers

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Appendix A – Wording of the Petition

Dear residents,

For many years now, the volume of traffic in our area has been rising and we believe that everyone who lives in Queens Park is aware that there are more cars travelling more quickly along our streets which themselves are more crowded than ever with parked cars.

We are sure that residents on all the streets in Queens Park have experienced this but our street, Brooksville Avenue, is more prone to speeding traffic than most. Maybe this is because it's the widest of the streets between the Park and Salusbury Road and maybe because drivers heading south on Salusbury Road see the congestion at the bottom and use our street more and more as a short cut. Whatever the reason, we all see so many cars going very fast along Brooksville Avenue that we feel something needs to be done before there is another accident. The flowers on the tree at our corner are a vivid and sad reminder of the dangers; a young man on a motor cycle was killed there just a few months ago when a car hit him as it turned into Brooksville Avenue from Salusbury Road.

We have been in regular contact with Brent Council about this but, so far, the Council has been polite but has done nothing. We think that they can be persuaded of the urgency of introducing traffic calming measures if they see that there is a real desire among the residents to get something done.

If you agree, would you sign the petition below and return it to either of us. The more people in your house who sign it, the better, as the Council will only take notice of petitions with at least 50 signatures. We will submit it to the Council on your behalf and ask the Queens Park Residents Association to assist us.

Thank you!

Vanessa Pilkington (27, Brooksville) and Robert Wilson (2' B', Brooksville)

Appendix B – Petition Covering Letter

Dear Peter Goss

It is with sadness that I have to send you this petition containing 75 signatures from Brooksville Avenue and local surrounding streets. For three years now residents on Brooksville Avenue have been campaigning for speed reducing measures on our street due the number of cars that speed down our street on a daily basis.

We have identified the problem as stated in the attached petition letter: namely, that drivers use Brooksville Avenue as a ‘rat run’ as it is one of the few residential streets in Brent with no 20 mile-per-hour speed limit and no speed reducing measures.

This perplexes residents as Brooksville Avenue, like many of the surrounding streets with speed reducing measures, houses many families with young children.

Drivers sitting in congestion on Salusbury Road take a sharp right daily to avoid the traffic and fly down Brooksville Avenue at speeds ranging from anything between 30 and 70 mph. Furthermore, this is usually at the time when young children are out and about on their way to school. A dangerous combination I am sure you would agree.

In addition to the local park there at least six local schools within the vicinity of Brooksville Avenue, so it beggars belief that there are no speed reducing measures to slow speeding cars.

In October 2009 I wrote the Transportation Service Unit at Brent Council expressing concern about the danger of speeding motorists on Brooksville Avenue. I received a reply stating that our road would not be prioritised for speed reducing measures, as there had not been enough accidents. However, in the same letter I was informed that an accident had occurred at the junction of Kingswood Avenue and Brooksville Avenue in

the last 3 years. I then replied asking for details of accidents that must have occurred on all our surrounding streets, which have speed reducing measures. I did not get a reply.

In January 2010 a petition containing the signatures of Brooksville Avenue residents (which I have also enclosed) was sent to the Transportation Service Unit at Brent Council outlining our fears of the imminent danger and clear demands for speed reducing measures.

We received a brief email explaining that our petition did not have 50 signatures so would not be considered. We were provided with no extra information. I replied saying there were not 50 houses on our street therefore 50 signatures would not a plausible request. I heard nothing.

From that day on until today I have sent the Transportation Service Unit at Brent around 40 emails stating the very real dangers on our street and asking how we could be helped. For a long time I heard nothing, but so urgent was the request for speed reducing measures I persisted on behalf of the residents.

Eventually a reply was sent in January 2011 saying our street would be considered for speed reducing measures in 2013/2014. At the time it seemed a long wait and frankly it still feels too long to wait another two years.

I replied expressing my concerns that someone would probably be killed on our street before then. Again I heard nothing back.

Tragically as predicted, last year a young man was killed in a head-on collision at the junction of Salusbury Road and Brooksville Avenue, by a car flying round the corner from Salusbury Road into Brooksville Avenue. A resident on our street who is a doctor rushed to the scene in an attempt to save the young mans life as he lay dying on the road. Sadly, it was in vain.

The doctor has now confirmed that in his opinion had there been an island at the end of Brooksville Avenue and speed bumps the young man would not have died.

In the last year since the terrible accident I have been in touch with the Transportation Service Unit at Brent regularly asking for speed reducing measures urgently, but as usual, nothing has been done.

It has therefore been with great time and effort that I have organised a second petition collecting signatures from all residents within five minutes walking distance of Brooksville Avenue.

We have certainly now exceeded the 50 signatures requirement. The fact that so many local residents have signed shows that they too are afraid of the dangers posed by the speeding motorists down Brooksville Avenue.

Residents have signed for speed reducing measures in the form of traffic islands and speed bumps. There are some residents, who have specific requests about the nature of speed reducing measures they would like and when reading through all the letters and signatures you will see them.

I would like to point out that an island at the junction of Salusbury Road and Brooksville Avenue will not only stop dangerous motorists flying around the corner into Brooksville Avenue but will also stop the danger of people doing three-point turns at the end of road which is another dangerous daily occurrence on Brooksville Avenue.

We have been in touch with the council about this terrible danger on many occasions but again nothing has been done. Many times I and many other residents have taken a left onto Brooksville Avenue from Salusbury Road only to be confronted with a parent from the Islamia School doing a three-point turn with young children in the car. Needless to say this has almost caused a head-on collision many times.

My belief is that an island at the Salusbury Road end of Brooksville Avenue combined with speed bumps is the only thing that will slow the traffic down. Residents that have lived here for many years believe that since Chevening Road was made a no right turn residents of Brooksville Avenue have suffered the dangerous consequence of drivers accelerating down our street instead.

Please could you act urgently on the matter before another life is lost? Please protect the residents, and in particular, the young children on our streets.

Appendix 3 – Location Plan



