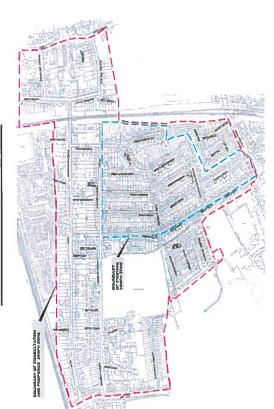
Appendix; A

- Copy of a consultation documents and Plan
- Street by street break down of consultation results



Your views are important to the Council Your views are important to us

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

Only the 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.

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

If you would like further information please contact:

Yathav Gunaseelan Senior Traffic Engineer Policy and Design London Borough of Brent Tel: 020 8937 5137

Consultation Officer Highways and Transport delivery London Borough of Brent Tel: 020 8937 5127

If you require this document in larger print please telephone 0208 937 5127

Brent

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Transport for London



NVESTORS IN PEOPLE







Public Consultation

REAL

/ U Z O

Harrowdene Road Area - Proposed extension of 20mph zone

This document outlines Brent Council's proposals for an extension of the existing 20mph Zone to Harrowdene Road area. Please read through the information in this document and complete and return the enclosed questionnaire - postage is free. The closing date for the return of the questionnaire is: 27 April 2012.

Why are we proposing these measures?

The proposed zone is bounded by East Lane, Harrowdene Road and Harrow Road as shown in the enclosed plan.

This location has been prioritised for a 20mph Zone because of concerns from local residents about the volume and speed of traffic in the area and the level of personal injury accidents. Over a 3 year period 12 personal injury accidents had taken place within this area, 1 fatal, 3 serious and 5 of which involved vulnerable road users. Other factors considered include the presence of recreational areas and schools in the vicinity. The aims of the 20mph zone are to reduce vehicular speeds, reduce the number of accidents within the area, encourage walking and cycling by residents and school children and to improve the walking links to schools and local amenities.

It is envisaged a 20 mph zone will bring about a safer environment, whilst encouraging more people to cycle and/or walk as opposed to relying on cars. The implementation of 20mph Zones support National and Local Road casually reduction targets.

What are the proposed measures?

All 20mph Zones have to be self-enforcing, it is therefore proposed to install traffic calming measures within the area in order to reduce vehicle speeds. The proposed layout of the traffic calming measures within the 20mph area is illustrated on the plan overleaf. Typical scheme photographs and details of the proposed measures are enclosed for your information.

It is also proposed to introduce a 7.5 tonne lorry ban throughout this area. This will aim at preventing vehicles larger than 7.5T using the residential streets except for access.

Other measures include the introduction of 20mph road markings near the junctions and approaches to the proposed zone.

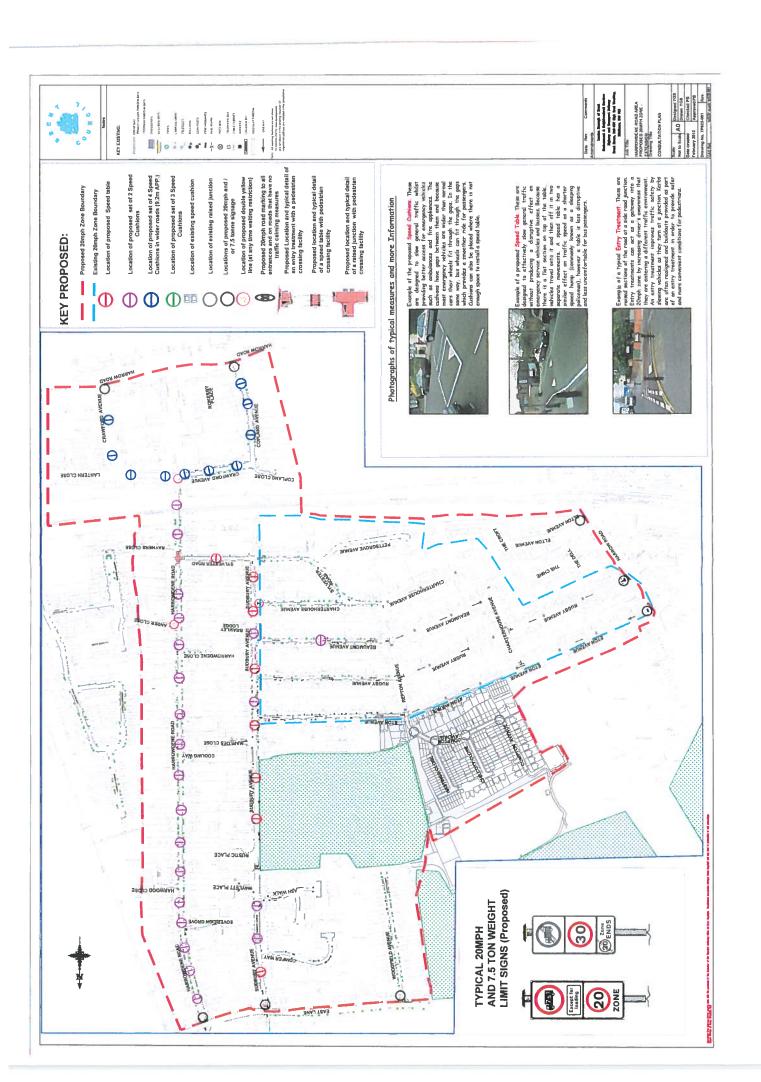
Many junctions within the proposed zone already have "at any time" waiting restrictions. However, three new sections will be added to Harrowdene Rd / Ander Close and Crawford Ave, and Sudbury Avenue / Charterhouse Ave junctions to improve road safety.

Public Exhibitions: Public exhibitions will be held in two venues as listed below and Council officers will be in attendance during these times. A large format copy of the consultation plan and the consultation information will also be available in the Town Hall Library and Brent House one stop shop, 349-357 High Road, Wembley throughout the consultation period.

_	_	_	
Venue and address	Wembley High Tech College, near 277 East lane, HA03NT	Wembley High Tech College, near 277 East lane, HA03NT	Brent Town Hall Library, Forty Lane, HA9 9HD
Time	4pm – 7pm	11am - 3pm	4am – 8pm
Date	Thursday, 29th March 2012	Saturday, 31st March 2012	Thursday, 5th April 2012

Please see the back of this document for further details on how to respond to this consultation.

Tim Jackson Head of Transportation



Harrowdene Road Area - Proposed Ext of 20mph Zone	
Scheme name	

Board Merre	Osmellonnainse	Ossentionnesine	Pernantuna	Desembles 1	Ouestion 1	Ossetton 1	Percentane	Permentana	Octontion 2	Ottestion 2	Ouestion 2	Percentade	Percentage
Trong Indiana	delivered	returned	Response	Yes		No opinion	Yes	No.	Yes	No	No opinion	Yes	No
Ander Close	19	4	21.0	2	-	-	50.0	25.0	2	-	٠	50.0	25.0
Ash Walk	100	18	18.0	16	-	-	89.0	6.0	17	0	1	94.0	0.0
Beaumont Ave	94	18	19.0	13	4	-	72.0	22.0	15	2	1	83.0	11.0
Charterhouse A	118	62	25.0	16	11	2	55.0	38.0	22	3	4	76.0	10.0
Cherry Close	18	က	17.0	ო	0	0	100.0	0.0	3	0	0	100.0	0.0
Chilcott Close	22	2	9.0	-	-	0	50.0	50.0	2	0	0	100.0	0.0
Codling Way	12	8	25.0	2	-	0	67.0	33.0	2	1	0	67.0	33.0
Compton Avenue	28	12	21.0	7	4	-	58.0	33.0	8	3	-	67.0	25.0
Conifer Way	151	25	17.0	21	60	-	84.0	12.0	22	-	2	88.0	4.0
Copland Avenue	19	2	11.0	-	-	0	50.0	50.0	2	0	0	100.0	0.0
Copland Close	9	4	67.0	2	2	0	50.0	50.0	8	1	0	75.0	25.0
Crawford Avenue	116	31	27.0	15	15	-	48.0	48.0	23	5	င	74.0	16.0
Dorset Gardens	2	-	50.0	0	-	0	0.0	50.0	-	0	0	100.0	0.0
East Lane	96	6	9.0	22	က	-	56.0	33.0	7	0	2	78.0	0.0
Elton Avenue	23	8	35.0	9	-	0	75.0	13.0	9	2	0	75.0	25.0
Eton Avenue	192	42	22.0	29	13	0	69.0	31.0	34	9	1	81.0	14.0
Gilbert Scott Close	20	9	15.0	8	0	0	100.0	0.0	3	0	0	100.0	0.0
Harrow Road	119	13	11.0	9	က	4	46.0	23.0	10	0	ε	0.77	0.0
Harrowdene Close	20	4	20.0	4	0	0	100.0	0.0	4	0	0	100.0	0.0
Harrowdene Road	260	29	26.0	45	17	2	67.0	25.0	58	5	4	87.0	7.0
Harwood Close	18	3	17.0	2	-	0	67.0	33.0	2	1	0	67.0	33.0
Hastings Close	33	9	18.0	4	2		67.0	33.0	4	0	2	0.79	0.0
Lantern Close	62	6	15.0	7	2	0	78.0	22.0	8	1	0	89.0	11.0
Marloes Close	=	4	36.0	4	0	0	100.0	0.0	4	0	0	100.0	0.0
Pettsgrove Avenue	43	6	21.0	4	4	-	44.0	44.0	8	1	0	0.68	0.0
Rayners Close	16	2	13.0	2	0	0	100.0	0.0	2	0	0	100.0	0:0
Repton Avenue	30	4	13.0	4	0	0	100.0	0.0	4	0	0	100.0	0.0
Rokesby Place	34	9	18.0	4	2	0	97.0	33.0	5	1	0	83.0	17.0
Rosecroft Walk	8	-	13.0	0	-	0	0.0	100.0	0	1	0	0.0	100.0
Rugby Avenue	160	35	22.0	30	4	-	86.0	11.0	29	3	2	83.0	9.0
Rustic Place	=	9	27.0	3	0	0	100.0	0.0	3	0	0	100.0	0.0
Somerset Gardens	6	2	22.0	1	0	-	20.0	0.0	1	0	1	50.0	0.0
Sovereign Grove	29	8	28.0	7	-	0	88.0	12.0	8	0	0	100.0	0.0
Sudbury Avenue	193	51	26.0	41	8	2	0.08	16.0	46	1	4	90.0	5.0
Sylvester Road	79	15	19.0	12	-	2	80.0	7.0	13	0	2	87.0	0.0
The Chine	26	7	27.0	4	2	-	0.72	29.0	5	1	1	71.0	14.0
The Croft	99	14	21.0	12	2	0	96.0	14.0	11	2	1	79.0	14.0
The Dell	17	9	35.0	3	3	0	20.0	20.0	9	0	0	100.0	0:0
Watford Road	19	4	21.0	2	2	0	20.0	50.0	3	1	0	75.0	25.0
Waylett Place	14	3	21.0	3	0	0	100.0	0.0	3	0	0	100.0	0.0
Woodfield Avenue	52	15	29.0	11	3	-	73.0	20.0	10	0	4	67.0	0.0
TOTAL	2395	505	21.0	357	120	27	0.17	24.0	419	43	40	83.0	9.0

Question 1: Do you agree with the installation of the proposed 20mph zone adension as shown in the enclosed plan?

Question 2: Do you agree with the proposed installation of a new 7.5 ton lony ban (except for access) throughout the proposed

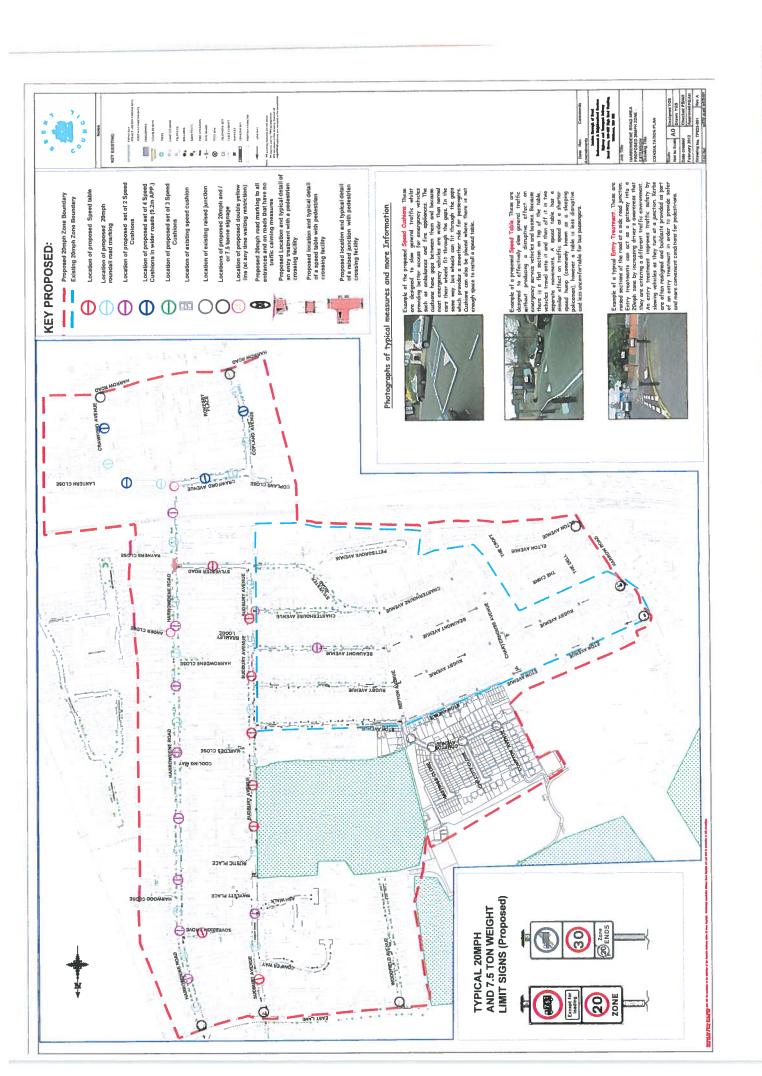
20mph Zone area?

NB: If a road within the consultation area does not appear in the above table, then no questionnaires were received for that road.

1. 21% returned questionnaires
2. 71% agree with the installation of the proposed 20mph zone extension
3. 83% agree with the proposed installation of a new 7.5 ton lorry ban

Appendix; B

Amended plan following consultation



Appendix; C

Copy of original petition without addresses

Due to the weather conditions and short timescale available, we were unable to call at each house more than once. This meant that, where there was no reply, we were unable to return.

We, the residents listed on the accompanying sheet(s), object to the proposed traffic plans for Harrowdene Road /Sudbury Avenue/Sylvester Road/Crawford Avenue/Copeland Avenue Area. Our reasons and suggestions are listed below:-

- 1) These costly proposed road works are to be carried out at a time of Local Authority cutbacks, which have left many roads in a dangerous condition due to damaged and pot-holed surfaces and with essential amenities having to be closed due to lack of funding i.e. libraries, nursery schools, etc.
- 2) The proposed road works will result in reduced response times for fire engines, ambulances and police vehicles attending emergency calls in the north of Wembley and Wembley Park areas as the route provides the least congested access between the fire station/police station and East Lane. Whilst most Fire Engines and Ambulances have wider wheelbases, this will only be relevant where there are no parked vehicles reducing the width of the road and will adversely affect the response times of police cars and the fire Chief's car, which only have a normal saloon wheelbase.
- 3) The proposed road works will cause damage to the tyres and suspension of emergency and resident's vehicles which, of necessity, will be regularly bumping over such a high volume of speed cushions/speed tables. Funeral hearses and limousines, refuse collection vehicles, milk floats, delivery vehicles, etc. etc. will be adversely affected, negatively impacting on the services they provide to residents.
- 4) The number of vehicles over 7.5 tonnes using the route of the proposed road works is already virtually non-existent. The two main access points have already had buildouts put in place and the kerbs realigned, resulting in the turns being too tight for such vehicles to negotiate. (Entrances to Crawford Avenue and Copeland Avenue.)
- 5) There are no schools within the boundaries of the proposed road works and the only recreational area (Sudbury Sports Field) is most commonly accessed via East Lanc.
- The speed table with Pedestrian crossing facility at mouth of Sylvester Road will be extremely hazardous due to pedestrians being vulnerable to traffic turning left from Harrowdene Road as will be the one planned for the East Lane end of Sudbury Ave, especially during term-time, when there is maximum pedestrian activity with students walking to and from East Lane High School. Both pedestrians and motorists would be at risk of being un-sighted by groups of pedestrians waiting on the corner to cross. There are already two crossings serving students attending East Lane High School: one at the East Lane/Harrowdene Road traffic lights and the other outside the school. Students attending the Primary School have two crossings: one 'Pelican' crossing at Castleton Avenue and one 'Zebra' crossing with 'lollipop person' directly outside the school.

As a result of comments received from residents who were canvassed, measures which would be more acceptable to the majority of residents living in the area of the proposed road works are listed below:

- i) The number of speed cushions in Copeland Ave and Crawford Avenue to be reduced to one set in each section (i.e.4 in total).
- ii) Harrowdene Road:- one set of speed cushions between Crawford Ave /Sylvester Rd. One set between Ander Close/ Harrowdene Close. One set near Codling Way. One set between Codling Way/Harwood Close. One set between Sovereign Close/ East Lane. (i.e.5 in total) Regular 20 mph signs to be painted on the road surface to remind drivers of speed limit.
- iii) No-one can understand the need for the raised junction crossing Sylvester Road and it SHOULD DEFINITELY NOT SPAN Harrowdene Road, as there will already be speed cushions in the area.
- iv) One set speed cushions on Sylvester Road.
- v) One set speed cushions in Sudbury Avenue at Charterhouse Ave and at Rugby Road i.e. roads exiting onto Sudbury Ave. One set at Morloes Close. One set at entrance to Sudbury Sports



road surface to remind drivers of speed limit.

vi) A filter light added to the traffic lights at the top of Harrowdene Road to increase volume of traffic turning right into Harrowdene Road from East Lane. This will reduce congestion on East Lane, saused by the parking bays which have been positioned outside the Tesco Express store, just short of the traffic lights.

Additional comments:

- 1) From all the houses where we received a reply, only seven households were in agreement with the number of speed cushions/speed tables as proposed.
- Thirteen houses did not want any speed cushions/speed tables at all.
- 3) EVERONE we spoke to was worried that the positioning of the speed tables with pedestrian facility at the Harrowdenc Road/Sylvester Road junction and Sudbury Ave/East Lane junction were potentially extremely hazardous and not desirable.
- 4) Other than those in categories 1 & 2 EVERYONE commented that the number of speed cushions/tables proposed was excessive and were in agreement with the number suggested above.
- Residents at the East Lane end of Sudbury Avenue commented that the large volume of cars parked on the road by those attending services in the Church on the Sudbury Ave/East Lane corner, caused unacceptable congestion and resulted in inconvenience to residents in that area and often became a hazard to pedestrians, especially those pushing wheelchairs and pushchairs and to other motorists. Double yellow lines are regularly ignored with cars parked right up to the corner. Many commented that cars were regularly parked across their driveways.
- 6) Residents of Harrowdene Road are worried that the speed tables, proposed for Sudbury Avenue will, by discouraging the flow of traffic along Sudbury Avenue, *substantially increase* the volume of traffic travelling along Harrowdene Road.
- 7) At a time when the western hemisphere is trying to reduce carbon emissions, there is scientific evidence that traffic in roads with a high volume of speed cushions/speed tables increases carbon emission from vehicles travelling along them.

Ideally

- i) Crawford Avenue/ Copeland Avenue/ Harrowdene road to Sylvester Road to be two way traffic, thereafter, Harrowdene Road from East Lane to Crawford Avenue to be; North > South travel only.
- ii) Sudbury Avenue from Sylvester Road to East Lane: South >North travel only. This would considerably reduce the danger, existing at present, from the large volume of traffic exiting Sylvester Road across the flow of traffic traveling in both directions along Harrowdene Road.
- iii) The grass verges along the length of Harrowdene Road to be reduced by 50% in width to allow the road to be widened accordingly. This would improve traffic flow, prevent traffic snarling, increase parking for residents in properties with multi-dwellings (one of the major complaints) and prevent the existing problem, whereby drivers are unsure of the protocol for rights of way where the road is reduced to a single carriageway, due to parked cars. In reality, many cars severely damage these areas of grass anyway, with the wooden guard posts regularly being knocked over and having to be replaced or re-sited and the verges regularly becoming unsightly and impassible quagmires! Wider carriageways would increase the distance of both driver's and pedestrian's vision. Construction of carriageways of proper width and with correct centre markings would result in calmer drivers and safer driving and, consequently, a safer environment speed is not the sole cause of traffic accidents, as is borne out by the hundreds of accidents which take place in stretches of speed controlled road works every year.

Appendix; D

Summary of Petitioners' concerns and the Officers' explanation

1. The proposals will cost too much and use this fund to repair the road surface etc.

Although there is a considerable cost associated with the scheme, this would be offset by the benefit provided by the scheme in terms of accident casualty reduction. Brent Council has carried out a cost benefit analysis prior to producing the Local Implementation plan submission to Transport for London.

Funds are provided by Transport for London (TfL) to this neighbourhood to improve road safety by reducing speed and road accident casualties. The allocated funding is monitored by the TfL and it cannot be used for other work programmes such as road maintenance.

2. The proposed road works will result in reduced response times..

The Metropolitan police and the emergency service providers have been consulted on the scheme proposals and the Council regularly liaise with the service providers. Metropolitan Police have indicated the support for the introduction of this scheme. London Fire Brigade informed they have no objection to the scheme. Other service providers have not raised any objections to the scheme proposals.

3. The proposed road works will damage the tyres and suspension of the vehicles..

The humps have been designed and constructed in accordance with the Highways (Road Humps) Regulations 1996 such that as long as vehicles drive within the speed limits, they would not cause damaged to vehicles. In addition the humps would be constructed consistently with the same height and gradients such that drivers would know what to expect.

4. The number of vehicles over 7.5 tonnes are non existent...

Although Heavy Goods Vehicles (HGV) traffic flow over 7.5 tonnes is lower in the residential roads, Brent Councils Highway and Transportation Delivery service regularly receive complaints to this effect. This part of the proposal only involved signage and is low in costs to implement. This was proposed as part of this consultation and subject to a separate question within the questionnaire. An overwhelming majority of 83% supported this proposal.

5. There are no schools within the proposed zone boundary..

Although there are no any schools located within the zone, there are 3 schools in the boundary of this zone. Child pedestrians, parents and the elderly regularly use the roads to access local amenities within this area.

6. The speed table with the pedestrian crossing facility is hazardous, ie Sylvester Road/Harrowdene Road and Sudbury Avenue/East Lane junction etc ...

Please also refer to the paragraph 3 above.

Four casualty accidents had taken place in this location and 2 were serious. One involved a child pedestrian and one included an elderly person. Furthermore, this location is an 'only through route' to a number of large housing estates in this area. We have recently introduced a number of soft traffic measures such as signing and recently also extended the 'At any time' waiting restrictions in this location. This was due to continuous concerns received from the local community. The proposed measures not only act as an effective speed reducing measure but also will help pedestrians cross this location safely.

7. Additional comments...

Please also refer to the paragraphs 5.4 and 6.2 of the highways committee report.

The scheme proposals include consideration of speed reducing and traffic calming measures within all roads. This should help to reduce displacement of traffic through roads that do not have traffic calming measures.

The proposed traffic calming measures have been located such that they would provide a smooth 20mph traffic speed. Some older traffic calming schemes have incorporated harsher measures spaced further apart. This has resulted in vehicles accelerating between the measures and braking just before them. The proposed scheme incorporates less harsh features and spaced more closely. This would encourage a smoother driving style at 20mph and should result in an overall reduction in pollution due to smooth low traffic speed and reduced opportunity for acceleration between them.

8. Question of addition of filter lights to Harrowdene Road and East lane junctions to ease congestion...

A number of schemes had been introduced in this location to address road safety and pedestrian crossing concerns. These included signal time

adjustments and modernisation of the signals and widening of the East lane in the year 2011. Parking and loading arrangements and the bus stops within this area were also rearranged to improve road safety and help ease the congestion in this area. It is recognised a new Tesco and other new shops have opened last year.

However, the full benefit of these could not have been realised by local residents and general public alike at this stage. This was because there was a number of utility service companies were working in this area from March 2011 and the works are still on going.

The Highway and Transport Delivery service will however keep a note of these concerns for future assessments in this location.

9. Consideration of various one ways to Harrowdene Road, Sudbury Avenue etc..

There are many short cuts to Wembley Town Centre through this area. Rearranging traffic patterns without consideration for speed reduction measures not only increases the volume and speed of traffic in other roads but will also displace the short cutting traffic into other desirable roads that are already affected by drivers taking short cuts, such as llanover Road. Any such schemes therefore are not being considered at present. However, if speed reducing measures are introduced successfully within the current scheme then officers may be able to consider such measures in the future, if required subject to future assessments.

10. Consideration of road widening to local roads...

The current scheme is funded by TfL on the basis of a speed and accident reduction proposal. We have therefore no funding allocation to carry out a road widening scheme for particular road/s. The current funding allocation is not transferable to TfL's other programmes such as road maintenance.