

 Brent	<p align="center">Highways Committee 10 October 2013</p> <p align="center">Report from the Head of Transportation</p>
For Information	Wards Affected: Kilburn Ward
Kilburn High Road – Proposed Improvement Scheme and 20mph Speed Limit	

Forward Plan Ref:

1.0 Summary

- 1.1 This report seeks the approval of the committee to implement a traffic management and road safety scheme with an associated 20 mph speed limit on the section of the A5 Kilburn High Road between Willesden Lane and Kilburn Station. This is a jointly developed scheme which Camden and Brent Councils have been working on to improve public realm and safety along the corridor. The scheme will extend from Willesden Lane to Kilburn Station and on through the borough of Camden to their border with Westminster.

2.0 Recommendations

- 2.1 That the Committee notes conceptual designs jointly developed by Brent and Camden for a proposed urban realm improvement and traffic safety scheme for A5 Kilburn High Road, including a reduced 20mph speed limit between Willesden Lane and Kilburn Station.
- 2.2 That, subject to agreement to LIP funding requirements, further preliminary and detailed design work is undertaken in collaboration with LB Camden leading to a full public consultation over the proposals in 2014/15.

3.0 Background

- 3.1 The A5 corridor is an important link on the strategic road network. It is also important as a local link, connecting town centres such as Kilburn. It has mixed frontage uses along its length and there are a number of important district shopping centres that serve the needs of communities that border the corridor. In addition to these varied functions, the A5 will accommodate the needs of new development along its length, including the major Brent Cross development.
- 3.2 The A5 acts as a boundary to neighbouring boroughs and in the south, at Kilburn High Road, a boundary road agreement exists between Brent and Camden

Councils. This agreement divides responsibility for Kilburn High Road between the two boroughs. Brent is responsible for the section north of Willesden Lane, with Camden taking responsibility for the section south of Willesden Lane (as illustrated in **Appendix A**).

- 3.3 Camden is looking to implement a borough wide 20 mph limit, of which the Kilburn High Road is a part.
- 3.4 Camden and Brent are jointly developing a concept scheme for the High Road which improves public realm and includes traffic management measures, including a central median strip, as part of the design. The current concept involves improving the public realm by removing street clutter such as reducing the number of signs and removing pedestrian guardrail where appropriate. The introduction of a 'central median strip' along parts of the High Road would assist pedestrians to cross and improve safety. The central median strip would be a raised surface 1-2m wide running down the centre of the carriageway and could incorporate street trees to further improve the environment.
- 3.5 The scheme includes the establishment of five different character areas. These include two gateway areas at the northern and southern ends of Kilburn High Road, a cultural area, a secondary town centre shopping area and primary town centre shopping area. The Northern Gateway and Cultural Area together with a small part of the Secondary Town Centre are within Brent.
- 3.6 Brent Council is working with Camden on the concept and, subject to committee approval, we are proposing to prioritise LIP funding in 2104/15 and 2015/16 so that further detailed design and development work can be undertaken prior to consultation and implementation. Camden has funding agreed and are looking to develop parts of the scheme on their section of the High Road by 2014/15.
- 3.7 It should be emphasised that the scheme is still a concept and has not yet been developed as a formal scheme, so we are keen that expectations of local residents are not heightened ahead of the availability of funding. Once a more formal scheme has been developed, a comprehensive local consultation will be undertaken.
- 3.8 In anticipation of the funding to develop the concept next year, we have jointly commissioned modelling work to demonstrate to TfL that the outline concept would be operationally acceptable in terms of bus and traffic movement. The next steps would be for Transportation officers to work with Camden to jointly progress scheme designs.

4.0 Brent's Approach to 20mph Speed Limits

- 4.1 The Department for Transport issued guidance in January 2013 that makes it easier for councils to introduce 20mph speed limit schemes. Some London boroughs, including Camden, have announced their intention to introduce borough wide 20mph limits, while others are not planning to do so.
- 4.2 Brent is a large Borough that demonstrates a range of characteristics, both those of inner and outer London. We currently adopt a case by case approach to the use of 20mph speed limits to allow these different characteristics to be taken into account. We also concentrate our investment in streets and areas where we know there to

be a history of accidents. Our approach has been very successful in reducing the number of accidents and casualties on our roads.

- 4.3 Our current policy is to only introduce 20mph speed limits on residential streets where average speeds are already less than 24mph; where we can demonstrate benefits in terms of addressing a poor collision record and; where the reduced limit would be largely self-enforcing, i.e. through introduction of traffic management or calming measures that change the nature of the road and create an environment where a lowered speed limit would be adhered to without relying on enforcement and driver compliance alone.
- 4.4 Camden has opted to implement a borough-wide 20mph limit. The results of a consultation on a borough wide 20 mph limit went to LB Camden's Cabinet on 24th July with a recommendation to implement the scheme on all their borough roads, and to include as many boundary roads as possible. This recommendation included a planned 20mph limit along the full length of the High Road
- 4.5 In discussion with Camden, we understand that they propose to maintain the current Kilburn High Road speed limit at 30mph until such time as LIP funding is confirmed and a consultation takes place over proposed traffic management measures and the associated 20mph speed limit.
- 4.6 Camden's Borough-wide 20mph speed limit is proposed to be introduced within the next 4 to 5 months. It will not apply to Kilburn High Road but will commence at side roads leading in to LB Camden until a jointly agreed improvement scheme has been developed, approved and implemented.

5.0 Suitability of Kilburn High Road Proposals

- 5.1 Brent's current approach is to introduce traffic management measures when lowering the speed limit. This might include measures such as road humps or speed cushions, but can also include measures to physically reduce the width of the road, and so change driver's perceptions of the street.
- 5.2 We adopt an approach that seeks to ensure that lower speed limits are, as far as possible, self-enforcing. We also target our investment in areas, or on streets, where there is an existing and significant collision history. This ensures that we gain the greatest benefits in terms of collision reduction.
- 5.3 Our approach has been very successful to date, with numbers of KSI collisions in Brent (accidents leading to persons being killed or receiving serious injuries) reducing from 350 in 1991 to 72 in 2011, beating both national and Greater London reduction targets by a significant margin.
- 5.4 In terms of collision history along Kilburn High Road, there were a total of 46 incidents between 2010 and 2013 along the Brent section of the Kilburn High Road, 41 slight and 5 serious. Of these:
- 15 were pedestrian accidents;
 - 6 were cycle accidents; and
 - 25 were motor vehicle only accidents.

- 5.5 The average cost to the community of a single collision involving injury has been calculated by the Department of Transport as being £93,809. The total cost of incidents along the Brent section of Kilburn High Road is therefore £1.44 million per annum.
- 5.6 Kilburn High Road is approximately 2.7km long, has an average of 31 collisions a year and carries approximately 12,828 vehicles a day. This gives Kilburn High Road a collision rate of 245 collisions per 100m vehicle kms. Nationally the average collision rate for an urban A class road is 77 colls/100mvehkms so Kilburn High Road has a collision rate 3.6 times the average.
- 5.7 A safety scheme and reduced speed limit is therefore justified in terms of the potential for collision reduction.
- 5.8 One further assessment of suitability is whether the existing speed of traffic is close to 20mph. This therefore determines the likelihood of drivers adhering to a lower limit. On the Camden section of Kilburn High Road average speeds between 7am and 7pm have been measured via an automatic counter at 15.9mph. Existing average speeds are therefore below the 20mph limit that is proposed, which indicates that adherence to the lower limit should not require additional enforcement.
- 5.9 The plan in **Appendix A** illustrates the concept design for Kilburn High Road. It shows that physical changes to the road layout are proposed to reinforce a lower speed limit and change driver behaviour. This proposal therefore adheres to Brent's current approach of introducing lower speed limits where there are demonstrable collision reduction benefits, where average speeds are below 24mph, and where physical measures are used to reinforce the lower speed limit and introduce a degree of self-enforcement.
- 5.10 Delivery of the traffic management and urban realm elements of this scheme will rely on the success of LIP funding bids put forward to TfL. Subject to Committee approval it is proposed to bid for £95k in 14/15 to undertake detailed design and consultation and deliver initial scheme elements, such as sign de-cluttering. Further bids will then be made in 2015/16, and potentially 2016/17, for funds to deliver urban realm and traffic management measures.

7.0 Financial Implications

- 7.1 There are no direct revenue cost implications arising from this report. Outline planning and concept work undertaken with Camden to date has been resourced through internal staff.
- 7.2 The Highways Committee will be asked to consider a paper at their meeting on 10th October 13 that describes plans for LIP funding bids to be put forward to TfL by 17th October 13. This paper is subject to Committee approval. A robust cost estimate for this project cannot be developed until preliminary and detailed design works are complete. The proposed 2014/15 LIP bid includes £95k to undertake detailed design and consultation and deliver initial scheme elements for the A5 Kilburn High Road. This is likely to include works such as sign de-cluttering.

- 7.3 A further bid for £170k has been put forward for 2015/16, although this could be adjusted next year depending on scheme progress and detailed cost estimates. In addition, there may be additional funding opportunities for this project through the TfL Roads Taskforce project, which has identified the A5 as a key corridor within Greater London..

8.0 Legal Implications

There are no legal implications arising from this report.

9.0 Diversity Implications

- 9.1 Local Implementation Plan projects have been assessed for diversity implications as part of an Equalities Assessment supporting the Council's Member and TfL approved Statutory Local Implementation Plan (LIP) 2011-2014. LB Camden have also prepared an Equalities Assessment in support of their Transport Strategy, which includes this project.
- 9.2 A project specific equalities impact assessment will be prepared during 14-15 to consider and address the diversity implications of this project and so inform the preliminary and detailed design process.

Background Papers

Kilburn High Road Feasibility Study, Camden Council, February 2013.

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Appendix A



