



Highways Committee 18th November 2009

Report from the Head of Transportation

For Action

Wards Affected: Fryent

Update Report on the Kingsbury Road Local Safety Scheme

Forward Plan Ref: E&C-09/20 23

1.0 Summary

- 1.1 This report provides members with a requested update on the outcomes of the Kingsbury Road Local Safety Scheme which was implemented in March 2009. The report identifies that, over the 7 months since implementation, the scheme has led to a significant reduction in vehicle speeds along the road without any identifiable negative impact on the operation of the road.

2.0 Recommendations

- 2.1 That Committee notes the contents of the report.

3.0 Background

- 3.1 The Kingsbury Road Local Safety Scheme focused on the section of Kingsbury Road between Valley Drive and Roe Green which is in excess of 12m wide and was made up of four approximately 3.0m wide traffic lanes, two in each direction. The speed limit on the road was, and remains at, 30mph.
- 3.2 Traffic surveys undertaken prior to the scheme implementation showed that in the eastbound direction 85th percentile speeds were 40.7mph and the westbound direction 85th percentile speeds were measured at 38.7mph. Over the period of the surveys almost 400 vehicles were measure travelling in excess of 60mph.
- 3.3 A total of 18 personal injury accidents (PIA's) occurred along this section of Kingsbury Road in the 3 years prior to the introduction of the scheme. Nine of these occurred between Valley Drive and west of Roe Green. The other nine PIA's occurred at the junction of Kingsbury Road with Roe Green. A significant number of the PIA's had speed as a contributing factor.

- 3.4 Due to the level of PIA's occurring along this section of Kingsbury Road funding was successfully sought for the 2008/09 financial year through the annual Local Implementation Plan process for the design, consultation and implementation of a Local Safety Scheme (LSS). The scheme was implemented in March 2009.
- 3.5 A petition was received from resident of the Valley Farm Estate against the scheme (predominately outside the area of the consultation) on the 29th October 2008.
- 3.6 The petition was presented to this Committee on the 20th January 2009. After consideration of the petition and related issues the Committee approved the scheme for implementation at that meeting.
- 3.7 The Committee will recall that the scheme and related issues was subsequently the subject of further review and scrutiny through the Council's various processes. Nevertheless the scheme was reconsidered by this Committee on the 19th March 2009 when Committee again approved it's implementation. Officers were requested to bring back a report to this Committee approximately 6 months after the implementation of the scheme to identify its outcomes. This is that report.
- 3.8 The main objective of the scheme was to reduce vehicles speeds and hence reduce the number and severity of personal injury accidents. A drawing showing the scheme is attached at APPENDIX A.

4.0 Outcomes

- 4.1 Surveys measuring the speed and volume of traffic on Kingsbury Road were undertaken pre and post implementation of the scheme. The results of those surveys are summarised in the table below. The results show that the scheme has had no impact on the volume of traffic using Kingsbury Road but that 85%ile speeds have reduced by an average of 6.6mph.

Direction along Kingsbury Road	Before Implementation			After Implementation			Change	
	Average speed (mph)	85%ile speed (mph)	Volume (000's vehicles)	Average speed (mph)	85%ile speed (mph)	Volume (000's vehicles)	% Average speed (mph)	% 85%ile speed (mph)
E'bound	35.4	40.7	10	28.2	32.9	10.2	-20%	-19%
W'bound	34	38.7	9.3	28	33.4	9.3	-18%	-14%

- 4.2 During the 3 year period prior to the introduction of the scheme there had been a total of 18 PIA within the extent of the scheme. There is currently insufficient accident data available to make a meaning prediction of future PIA levels. However since the implementation of the scheme there have been no reported PIA's.

- 4.3 Regular visual observation of traffic on Kingsbury Road has been undertaken during peak hours since the Scheme was implemented to assess the extent of queuing eastbound on to the Roe Green traffic signals and westbound into the Kingsbury Town Centre.
- 4.4 In regards to the westbound movement into the Town Centre the queues were noted as being predominantly short of Valley Drive or not visible from Valley Drive at all. Only occasionally did this queue extend beyond Valley to Old Kenton Lane. In regards to eastbound queuing onto the Roe Green signals there was only one occasion when this queuing was so long that traffic had to wait more than one cycle of the traffic lights to pass through the junction and on this occasion it took only two cycles of the lights. Neither of these queuing patterns represents a significant change to the pre-implementation situation.
- 4.5 No new complaints have been received by the Transportation Service Unit regarding the Kingsbury Road Local Safety Scheme or its impact since its implementation
- 4.6 Monitoring of the scheme indicates that it has not had any noticeable impact on the volume or movement of traffic along this section of Kingsbury Road. The scheme has however significantly reduced vehicular speeds. It is too early to confirm as at this stage the final impact of the scheme on the level of PIA's. The situation will continue to be monitored. However, it is expected that the achieved speed reduction will lead to a significant decrease in the level and severity of PIA's.
- 5.0 Financial Implications**
- 5.1 Officer time and costs associated with the monitoring of the scheme can be met from the revenue allocations for the current financial year for general schemes.
- 6.0 Legal Implications**
- 6.1 None at this stage
- 7.0 Diversity Implications**
- 7.1 The introduction of the scheme has provided a safer environment for all road users particularly the more vulnerable users like the disabled, elderly and children
- 8.0 Staffing/Accommodation Implications**
- 8.1 None.
- 9.0 Environmental Implications**
- 9.1 The implementation of the scheme has improved road safety and supports sustainable forms of transport.

Background Papers

File TP734 Kingsbury Road Local Safety Scheme
Highways Committee minutes 20th January 2009 and 19th March 2009

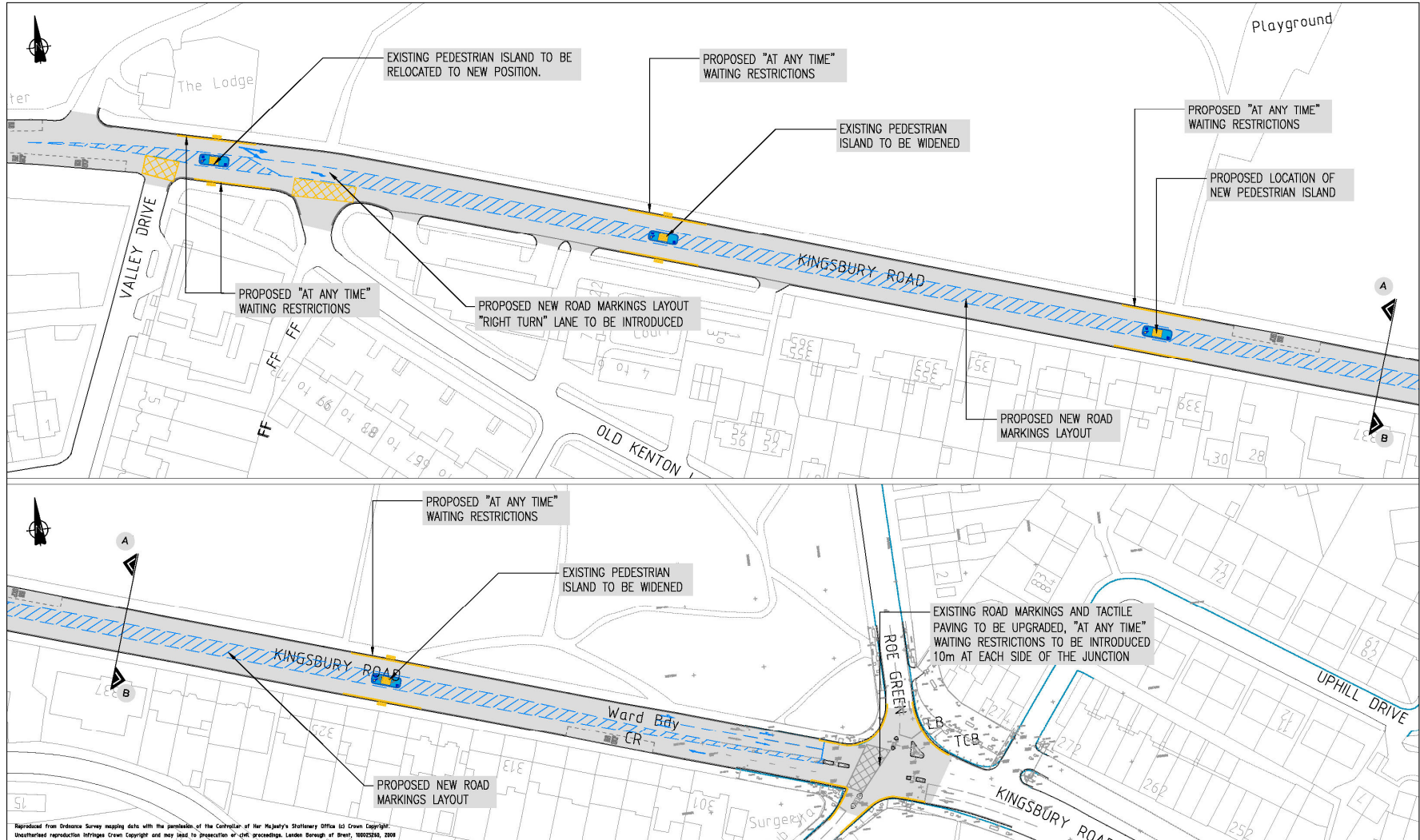
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Appendix 1: Scheme Drawing



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 <p>London Borough of Brent Environment & Culture Transportation Service Unit Brent House, 349-357 High Road Wembley, Middlesex. HA9 8BZ</p>				<p>Notes</p>	<p>Job Title LOCAL SAFETY SCHEMES KINGSBURY ROAD VALLEY DRIVE TO ROE GREEN</p>	Scale 1:1000	A3	Designed C.M
						Date created 27-08-08		Drawn C.M
							Drawing No. TM-2590-03	Checked
							CAD Ref.	Approved
	Rev	Revision Note	Date					Rev. A