



## Highways Committee

10<sup>th</sup> July 2007

### Report from the Director of Transportation

For Action

Wards Affected:  
Preston and Tokyngton

### Report Title: Clarendon Gardens 20mph Zone and Experimental Gated Closure Review

Forward Plan Ref: E&C\_07/08 - 058

#### 1.0 Summary

1.1 This report informs Members of the recent review of the Clarendon Garden 20mph Zone and reports the results of the public consultation in regards to the experimental gated closure. The report seeks approval to remove the gated closure and to propose alternative measures to mitigate the impact of its removal.

#### 2.0 Recommendations

2.1 That Committee notes the outcome of the review of the Clarendon Gardens 20mph Zone

2.2 That Committee notes the outcome of the public consultation on and objections to, the experimental gated closure order and agrees with officers recommendations for its removal.

2.3 That Committee agrees officers proceed with the design, consultation and implementation of traffic calming measures along Clarendon Gardens and the extension of the 20mph zone east of Castleton Avenue to Wembley Hill Road.

2.4 That Committee authorises the Director of Transportation to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this Committee where he thinks appropriate, or to implement the orders for the removal of the experimental gated closure and the extension of the Clarendon Gardens 20mph zone proposed in the report if there are no objections or representations, or he considers the objections or representation are groundless.

### 3.0 Detail

#### Background

3.1 Following concerns expressed by residents about speeding and rat running within the Clarendon Gardens area. Brent successfully sought funding within the 2005/06 financial year from Transport for London (TfL) through the annual Borough Spending Plan (BSP) process to undertake a traffic study into the problems and to design and consult on measures to mitigate these concerns.

3.2 This study identified that 21 personal injury accidents had occurred within the area over the previous 3 years. The 85<sup>th</sup>ile speeds along Clarendon Gardens were measured at 28 mph with bidirectional traffic flows exceeding 600 vehicles per hour (vph) on a carriageway that barely exceeds 4m in places.

3.3 Following the approval of this committee on the 25<sup>th</sup> January 2005, 1110 residents within the area were consulted on the proposals for a 20mph zone bounded by Llanover Rd, St Johns Rd (Northern section), Castleton Avenue and south of East Lane; and an experimental gated closure on Clarendon Gardens east of Castleton Avenue. The results of this consultation are shown below.

	Response Rate	For	Against	No opinion
20mph Zone	13%	77%	18%	5%
Experimental Gated Closure	13%	50%	43%	7%

3.4 The results of this consultation were reported to this committee on 22<sup>nd</sup> March 2006, and approval was given to implement the 20mph zone and experimental gated closure. Unlike permanent orders experimental orders have a six month objection period. Committee also resolved that monitoring of the outcomes of the scheme should be undertaken and be reported back to this committee after this six month period expired in order that a decision could be made as to whether or not to make the order permanent.

3.5 Implementation of the scheme commenced in October 2006 and was completed in December 2006. The experimental gated closure was introduced on the 20 November 2006, with the objection period ending 19<sup>th</sup> May 2007.

## **Review of the Scheme**

- 3.6 In April 2006, prior to the implementation of the scheme, a series of traffic surveys were undertaken in and around the area of the scheme in order that the impact of them could be monitored. These surveys were repeated post implementation in February 2007.
- 3.7 Within the area of the 20mph zone the surveys show that average peak hour traffic flows entering and exiting the area reduced from 1844 to 884, a reduction of 52%. The levels of increase or reduction in traffic along individual roads are shown in the table below. It should however be noted that in comparison to historical traffic flows along St Johns Road, measured prior to the introduction of a traffic scheme in 2005/06, this only represents an increase of 9% or 32 vehicles per hour.

Road	Reduction(-) / Increase(+) in Average peak hour traffic flow
Llanover Road	-41%
Pembroke Road	-73%
Castleton Avenue	-39%
Clarendon Gardens	-85%
St Johns Road	+25%

- 3.8 Traffic levels along East Lane adjoining the area of the 20mph and Wembley Hill Road at the junction with Clarendon Gardens were also measured as part of these surveys and showed a 4% reduction in average peak hour flow in both cases.
- 3.9 The overall indication is that the scheme has been successful in reducing traffic flows in the area, with the quality of life and safety improvements that this provides to the residents previously affected by the rat-running. Accident data provided to Brent from the Metropolitan Police via the London Accident Analysis Unit is not available for available for approximately 6 months. It is therefore too early to be able to make any assessment on the impact of the scheme on accident levels within the area.

## **Consultation on the Experimental Gated Closure**

- 3.10 As part of the review of the experimental gated closure a re-consultation of the original consultation area was undertaken in May 2007, a total of 1110 leaflets were distributed. Because of the increase in traffic flow along St Johns Road identified from the surveys an additional consultation was undertaken in May 2007 with all the residents of the road who did not fall within the area of the original consultation; this totalled 129 properties. The results of these consultations are shown in the table below.

	Response	For	Against	No Opinion
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	Rate			
Re-consultation of the original area	44%	38%	58%	4%
St Johns Road	54%	0%	100%	0%

- 3.11 As to be expected within a consultation of this nature there is a clear split of areas supporting and opposing the proposals. Those areas most directly impacted by the previous 'rat running' wishing to have the closure retained, while those areas less impacted by it opposing the closure because of the inconvenience it places on them. This is demonstrated in Appendix 1 which shows the results graphically on a street by street basis.
- 3.12 An analysis of the consultation documents identified the following issues as the main ones raised during the consultation.
- 3.13 The scheme has displaced traffic onto adjoining roads, predominantly East Lane. The surveys undertaken on weekday during peak hours showed that traffic levels had actually reduced along East Lane after the implementation of the scheme. Although it is accepted that traffic surveys only give a snapshot of conditions on a road, visual observations have also been undertaken and it is Transportations view that the scheme has had no significant impact on the level of traffic on East Lane.
- 3.14 The scheme has improved the environment and made it safer. These were the expected outcomes of the scheme, the reduction of the volume and speed of traffic within the area has reduced pollution and made the area safer for pedestrians and other vulnerable road users. Improving the quality of life for those residents more directly impacted by the rat running that used to occur.
- 3.15 It takes longer and is more inconvenient to get out of the area. This is an expected outcome of the scheme as residents who would have exited the area via Clarendon Gardens now have to take a longer route. Also where they would have been able to turn onto the main road under signal control, they now have to do so at a priority give way junction. It is this dis-benefit that residents have had to weight up again the environmental benefits when deciding whether to maintain the closure or not.
- 3.16 Traffic levels have increased in the area. From the traffic surveys and visual observations there is clear evidence that traffic levels have reduced in the area except on St Johns Road where increases are relatively small.
- 3.17 The gated closure should be replaced with a width restriction along with other measures in the area to prevent buses using it. This would be ineffective for several reasons; firstly the buses in question are midi buses and would therefore fit through a standard width restriction. Secondly because of the narrowness of the roads in the area it would not be possible to introduce a width restriction while maintaining an emergency access gate to by-pass it for emergency vehicles. Thirdly to prevent displacement of these buses onto

adjoining roads a whole series of restrictions would be required causing access problems for the emergency services, refuse collection and residential deliveries. Finally the buses in question fall under the limit of a 7.5t weight limit ban, which is the lowest that can be legally enforced. With the small number of larger vehicles using the area and the problems associated with measures to restrict their access there is insufficient justification to develop such a scheme.

- 3.18 The gated closure should be replaced with other traffic calming features. As part of the initial development of the scheme with the local community there was a strong feeling that traffic calming was not required on Clarendon Gardens as the closure would more effectively solve the problems along the road. If the closure was removed then these problems would at least partially reoccur and there would therefore be benefit to the extension of the 20mph zone along the whole of Clarendon Gardens and the introduction of additional traffic calming features

### **Objections Received to the Experimental Gated Closure Order**

- 3.19 Experimental orders made under section 9 of the Road Traffic Regulation Act 1984 have a 6 month objection period. With regards to gated closure on Clarendon Gardens this objection period commenced on the 20<sup>th</sup> November 2006 and ended on the 19<sup>th</sup> May 2007.

- 3.20 During this period three formal objections were received to the closure and one petition. In regards to the written objections all three objections related to the inconvenience and additional delay the closure caused them. One of the objectors lived within the area of the original consultation, one lived outside but closely adjoining the area, the final one lived in an adjoining borough. The two objectors living outside the area of the original consultation also identified the fact that they believed that they should have been consulted on the proposals.

- 3.21 Two petitions and one survey were received by the Director of Transportation from one petitioner in February and April 2007. The survey, which was undertaken prior to the introduction of the closure and not in the form of a petition can, can not be deemed to be a petition and has therefore not been included further within this report. The wording of the two petitions, which included a total of 760 signatories, is the same and they have therefore been treated as one. The petition is in accordance with Standing Orders and reads

*“Are you in favour of having the Clarendon Gardens Closure gate removed as soon as possible”*

All those signing the petition ticked yes.

- 3.22 Of those residents signing the petition 577 lived within the area of the original consultation, 70 lived within the additional consultation on St John’s Road and 113 lived outside the area.

## **Measures to Mitigate the Impact of the Removal of the Gated Closure**

- 3.24 During the development of the Clarendon Gardens 20mph Zone and Gated Closure Scheme residents felt that there was no need for traffic calming measures along Clarendon Gardens, even though 85<sup>th</sup>ile speeds were measured at 28mph, because the closure would address this problem. The section of Clarendon Garden between Castleton Avenue and Wembley Hill Road was therefore excluded from the 20mph Zone.
- 3.25 If this committee approves the removal of the gated closure then Clarendon Gardens will largely be unprotected from a reoccurrence of the rat running that used to take place. It would therefore be advantageous to consider additional measures in an attempt to mitigate the potential impact. As has been identified earlier in this report the most practical solution would be through the introduction of traffic calming measures on Clarendon Gardens and the extension of the existing 20mph zone to Wembley Hill Road. It is therefore recommended that Clarendon Gardens and the other roads and residential areas that have no other vehicular access except for via Clarendon Gardens are consulted on such a proposal. Details of the initial proposal for such a scheme are shown in Appendix 2. The estimated costs for undertaking the additional traffic calming measures along Clarendon Gardens is £29,000.

### **4.0 Financial Implications**

- 4.1 Officer time and costs associated with the removal of the experimental gated closure can be met from the revenue allocations for the current financial year for general schemes.
- 4.2 Funds for the additional traffic calming measures and extension of the 20mph zone along Clarendon Gardens has been made available from Planning agreement from the development of the land at 120-130 The Avenue, Wembley (01/1049). This development was considered and approved by Planning Committee on 17<sup>th</sup> January 2002 subject to the s106 agreement which secured £29,400. This allocation is considered sufficient to deliver the proposals detailed in the report

### **5.0 Legal Implications**

- 5.1 As the experimental gated closure order was made in conjunction with an experimental one way system order in Manor Drive, which has yet to be reported back to this committee the shortest and most practical way of removing the gated closure will be under section 10(2) of the Road Traffic Regulation Act 1984 whereby the Director of Transportation or someone authorised by him can suspend the provision for the Clarendon Gardens gate closure in the experimental order if it appears to him essential in the interests of the expeditious, convenient and safe movement of traffic. This power can only be exercised after consultation with the appropriate chief officer of police

and giving notice to the public. This latter requirement will be satisfied by a site notice and an advertisement in the local newspaper. Published informatory notices normally give at least 3 weeks notice. This procedure can normally be expected to take at least 8 - 10 weeks.

- 5.2 The 20mph speed limit proposal will require the making of traffic regulation orders under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders are set out in the associated Statutory Traffic Regulations.
- 5.3 Road hump measures are made under sections 90 A to F of the Highways Act 1980 and will require the Council to undertake prescribed consultation, consider objections and place statutory notices.
- 5.3 Members are requested to authorise the Director of Transportation to consider and reject objections or representations if the Director of Transportation believes this to be appropriate prior to the implementation of the proposals following the public and statutory consultation process.

## **6.0 Diversity Implications**

- 6.1 All public consultation material distributed will include a section written in the most common languages used in the borough with an explanation of how more information can be obtained.
- 6.2 Any venue used for a public presentation or exhibition will be fully accessible to disabled visitors.

## **6.0 Environmental Implications**

- 6.1 The implementation of measures detailed in this report will help to reduce vehicular speeds, contribute to road safety and support sustainable forms of transport.

## **7.0 Staffing / Accommodation Implications**

- 7.1 The Council's Transportation Service Unit will deal with all issues related to the proposals detailed in this report.

### **Background Papers**

Planning consents and section 106 agreements  
Road Traffic Regulations Act 1984  
Highways Act 1980  
File Ref: TP – 388 and TP-457

### **Contact Officers**

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**CLARENDON GARDENS TRAFFIC STUDY PROPOSALS - REVIEW OF GATE CLOSURE  
SUMMARY OF CONSULTATION ANALYSIS**

Road Name	REVIEW OF CLARENDON GARDENS GATE CLOSURE								
	No. of questionnaires sent	Question 1- DO YOU WANT THE GATED CLOSURE ON CLARENDON GARDENS REMAIN?							
		No. returned	(%)	YES	(%)	NO	(%)	NO OPINION	(%)
CASTLETON AVENUE	95	51	(54)	17	(33)	32	(63)	2	(04)
CASTLETON GARDENS	8	2	(25)	1	(50)	1	(50)	0	(00)
CLARENDON GARDENS	116	58	(50)	48	(83)	9	(16)	1	(02)
EAST LANE	119	29	(24)	4	(14)	25	(86)	0	(00)
HARROWDENE ROAD	10	2	(20)	0	(00)	2	(100)	0	(00)
HUTCHINSON TERRACE	6	4	(67)	1	(25)	3	(75)	0	(00)
KINGSWAY	65	41	(63)	27	(66)	10	(24)	4	(10)
LAMBERT WALK	58	15	(26)	3	(20)	12	(80)	0	(00)
LLANOVER ROAD	169	63	(37)	12	(19)	48	(76)	3	(05)
LOCKIER WALK	54	20	(37)	6	(30)	13	(65)	1	(05)
MEADOW WAY	63	26	(41)	4	(15)	22	(85)	0	(00)
PARK LANE	15	7	(47)	2	(29)	5	(71)	0	(00)
PEEL ROAD	6	2	(33)	0	(00)	0	(00)	2	(100)
PEMBROKE ROAD	61	28	(46)	12	(43)	16	(57)	0	(00)
QUEENSCOURT	51	25	(49)	15	(60)	10	(40)	0	(00)
ROSSLYN CRESCENT	65	30	(46)	9	(30)	20	(67)	1	(03)
ROSSLYN GARDENS	3	2	(67)	0	(00)	2	(100)	0	(00)
ST JOHNS ROAD	50	33	(66)	3	(09)	28	(85)	2	(06)
SUDBURY AVENUE	2	1	(50)	0	(00)	1	(100)	0	(00)
THE DENE	43	25	(58)	16	(64)	6	(24)	3	(12)
THE GLEN	19	10	(53)	1	(10)	9	(90)	0	(00)
WEMBLEY HILL ROAD	16	4	(25)	1	(25)	2	(50)	1	(25)
WINTHROP WALK	16	6	(38)	1	(17)	5	(83)	0	(00)
<b>TOTAL</b>	<b>1110</b>	<b>484</b>	<b>(44)</b>	<b>183</b>	<b>(38)</b>	<b>281</b>	<b>(58)</b>	<b>20</b>	<b>(04)</b>

Appendix 2: Proposed Traffic Calming on Clarendon Gardens and extension of 20mph Zone.

