



Highways Committee
25th September 2007

**Report from the Director of
Transportation**

For Action

Wards Affected:
Tokyngton

Report Title: Review of Manor Drive Experimental One Way

Forward Plan Ref: E&C_07/08 - 011

1.0 Summary

- 1.1 This report informs Members of the recent review of and consultation on the experimental one way on Manor Drive. The report recommends the making permanent of the experimental one way order.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the review and consultation on the experimental one way.
- 2.2 That Committee agrees officers proceed with the making permanent of the experimental one way order.
- 2.3 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 making permanent of the experimental one way 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 Manor Drive 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 The key problems identified through the study were excessive traffic volumes and congestion caused by parking along the narrow road, primarily during the afternoon rush hour.
- 3.3 Following the approval of this committee on the 27th January 2005, 338 residents within the area were consulted on the proposals for an experimental southbound one way system along Manor Drive between Wembley Park Drive and The Gables. The results of this consultation are shown below.

	Response Rate	For	Against	No opinion
Experimental One Way	16%	58%	36%	6%

- 3.4 The results of the consultation were reported to this committee on 22nd March 2006, and approval was given to implement the experimental one way. 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 one way was introduced in November 2006, with the objection period ending on the 19th May 2007.

Review of the Scheme

- 3.6 In April 2006, prior to the implementation of the scheme, a traffic survey was undertaken on Manor Drive in order that the impact of the scheme could be monitored. This survey was repeated post implementation in February 2007.
- 3.7 The survey show that average hourly flows along the road dropped by 25% during the morning peak (23 vehicles per hour) and by 85% during the evening peak (242 vehicles per hour). The survey identified a total of 11 vehicles illegally travelling the wrong way through the one way system.
- 3.8 Abuse of the one way was initially identified as a problem following its introduction leading to several complaints from residents. This is often a

problem with the introduction of any one way system and usually drops of with time; as has been the case here. Additionally police enforcement has been arranged and undertaken on several occasions since the introduction of the scheme and will continue to be used if required.

- 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.

Consultation on the Experimental Gated Closure

- 3.10 As part of the review of the experimental one way a re-consultation of the original consultation area was undertaken in June 2007, a total of 338 leaflets were distributed. The results of this consultation are shown in the table below.

	Response Rate	For	Against	No opinion
Experimental One Way	22%	76%	19%	5%

- 3.11 The response rate and level of support for the scheme have increased since the initial consultation; supporting the findings of the review that the scheme has been successful in achieving its objectives.
- 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 improved the environment and made it safer. These were the expected outcomes of the scheme; the reduction of the volume 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.
- 3.14 The scheme hasn't achieved anything except to make it more inconvenient to get out of the area. The traffic surveys and results of the consultation demonstrate that the scheme has had significant benefit to the local area. The comments about inconvenience are to be expected as residents who would have previously exited the area via Manor Drive onto Wembley Park Drive now have to take a longer route. It is this dis-benefit that residents have had to weight up again the environmental benefits when deciding whether to maintain the one way system or not.
- 3.15 Car travel the wrong way through the one way. As indicated above this is an identified problem and common to all new one way's. The problem has reduced over time and through enforcement by the police. This enforcement will continue if required.

Objections Received to the Experimental Gated Closure Order

- 3.16 Experimental orders made under section 9 of the Road Traffic Regulation Act 1984 have a 6 month objection period. With regards to the one way on Manor Drive this objection period commenced on the 20th November 2006 and ended on the 19th May 2007.
- 3.17 During this period no formal objections were received.

4.0 Financial Implications

- 4.1 Officer time and costs associated with the making permanent of the experimental one way can be met from the revenue allocations for the current financial year for general schemes.

5.0 Legal Implications

- 5.1 The experimental one way order for Manor Drive was made in conjunction with an experimental gated closure order on Clarendon Gardens. The issue of the gated closure issue has yet to be resolved and therefore the experimental order is likely to continue in place until the order runs out in May 2008. It is not practical to make permanent an element of this experimental order without dealing with the other element of the order. It is therefore proposed that the making permanent of the experimental one way order will not take place until the extinguishment of the experimental order or the resolution of the Clarendon Gardens gated closure issue, whichever comes first. The permanent one way order will be made under section 6 of the Road Traffic Regulation Act 1984.
- 5.2 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 included a section written in the most common languages used in the borough with an explanation of how more information can be obtained.

6.0 Environmental Implications

- 6.1 The making permanent of the one way order will continue to generate the same environmental and quality of life benefits that are being experienced under the experimental situation; as well as contributing to road safety and supporting 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

Road Traffic Regulations Act 1984

File Ref: TP – 388 and TP-457

Highways committee minutes 27/01/05 & 22/03/06

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