



Committee
25th September 2007

**Report from the Director of
Transportation**

For Action

Wards Affected:
Wembley Central, Alperton

Report Title: Petition for a 20mph Zone in Lyon Park Avenue

Forward Plan Ref: E&C-07/08-010

1.0 Summary

- 1.1 This report informs members of a petition that was received from residents via Councillor Valerie Brown requesting the introduction of a 20mph zone on Lyon Park Avenue and the adjoining roads. The reports outline officer's investigations into the matter to determine the extent of any existing problems in the area and recommends that no further action is taken.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issue raised.
- 2.2 That Committee notes the outcome of officers' investigation of the petition as detailed in section 3.0
- 2.3 That Committee agrees with officers recommendations that no further action is taken on this matter.

3.0 Detail

- 3.1 A petition has been received by the Council via Councillor Valerie Brown from the residents of Lyon Park Avenue and adjoining roads, requesting the introduction of a 20mph zone. The petition is in accordance with Standing Orders and reads:

“As local residents we are concerned about road safety in Lyon Park Avenue and the adjoining roads, and we call on Brent Council to create a 20mph Zone in the area as a matter of urgency.”

- 3.2 The petition received is typical of a large number of requests made to the Transportation Unit for traffic management measures. Currently the procedure for assessing these requests is to undertake an initial investigation to determine the extent of any problem by looking at volumes, types and speeds of vehicles travelling through the area and the level of any personal injury accidents that have occurred. Priority for remedial measures is given to those areas with the greatest problems. Where possible, funding is sought from Transport for London (TfL) for this sort of project through the Borough's annual Local Implementation Plan (LIP) funding application. The likelihood of funding is subject to the nature and extent of the problem, with accident reduction schemes normally receiving the highest priority. Not all schemes included in the LIP are funded, therefore where possible; when a high priority issue is identified revenue funding is allocated for remedial measures.
- 3.3 Lyons Park Avenue is a residential road varying in width between 4.7m and 5.7m. The majority of properties have off street parking, although parking on street does take place. The section of Lyons Parks Avenue between Ealing Road and Bridgeway is within a Controlled Parking Zone with bays marked fully on the footway. The road used to form part of a popular link between Ealing Road and the North Circular Road and was therefore closed at the junction of Woodstock Road in 1975.
- 3.4 With the busy nature of Ealing Road, Lyons Park Avenue has become a rat run to by-pass the congestion. In an attempt to address this problem and improve safety at Lyons Park School a traffic calming scheme was consulted on in October 2003 to introduce traffic calming along Lyons Park Avenue and introduce a gated closure on Dorothy Avenue which would prevent the rat run. Residents supported the introduction of speed cushions along Lyons Park Avenue but rejected the closure. The traffic calming was subsequently implemented in the summer of 2004.
- 3.4 Following previous concerns expressed by residents the police undertook a traffic survey early in 2006, which showed an average daily bi-directional flow of under 1800 vehicles; this would indicate that rat running is taking place but not at a significantly high level. Vehicle speeds were also measured and this showed 85thile speeds, the national standard for measuring speeds, of 27mph westbound and 28mph eastbound; both of these being below the speed limit of 30mph.
- 3.5 In the 3 years prior to the introduction of traffic calming in 2004 a total of 10 personal injury accidents (PIA) occurred in Lyons Park Avenue and on the adjoining roads. In the 30 months of available data since the introduction of the scheme a total of 3 PIA have occurred, this represents an annual reduction of 64%. Of these 3 PIA 2 occurred on Lyons Park Avenue, the other on Hillfield Avenue. None of these PIA had excessive speed as a contributing factor.

- 3.7 Legally 20mph zones have to be self enforcing with vehicular 85%ile speeds restricted to the maximum of mid to low 20mph via some form of physical measures. To introduce a 20mph zone on Lyons Park Avenue and its adjoining roads would therefore require the introduction of additional traffic calming within the area. Because of the high cost of traffic calming measures, only a limited number of schemes can be introduced each financial year. With the low level of accidents, sub 30mph vehicular speeds, and existing traffic calming within the area. A 20mph zone proposal would not receive priority in comparison to other areas that are currently under investigation. It is therefore recommended that no further action is taken in this matter. However, Officers will continue to monitor the accidents levels in this area, and should the situation change it will be revisited.

4.0 Financial Implications

- 4.1 Officer time costs associated with the investigations can be met from the revenue allocations for the current financial year for general schemes.

5.0 Legal Implications

- 5.1 None at this stage

6.0 Diversity Implications

- 6.1 None at this stage

7.0 Staffing/Accommodation Implications

- 7.1 The Council's Transportation Service Unit will deal with all issues related to any investigations and assessment detailed in this report.

Background Papers

Petition Received

Contact Officers

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