



Highways Committee
22nd January 2008

**Report from the Director of
Transportation**

For Action

Wards Affected:
Preston and Tokyngton

**Clarendon Gardens 20mph Zone and Experimental Gated
Closure**

Forward Plan Ref: E&C_07/08 – 0

1.0 Summary

1.1 This report informs Members of the recent consultation on additional measures within the Clarendon Garden area and seeks approval to introduce new width restrictions on St Johns Road and Clarendon Gardens

2.0 Recommendations

2.1 That Committee notes the outcome of the recent consultation in the Clarendon Gardens area.

2.2 That Committee authorises officers to proceed with the detailed design and implementation of width restrictions on Clarendon Gardens by the junction of Wembley Hill Road and St Johns Road by the railway bridge.

2.3 That Committee authorises officers to proceed with the detailed design and implementation of the extension of the 20mph zone and introduction of speed humps along Clarendon Gardens.

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 introduction of the width restrictions, extension of the 20mph zone and removal of the existing experimental gated closure 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 85thile 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 25th 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 22nd 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 19th May 2007.

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

- 3.7 The outcomes of the review and results of the consultation, along with several petitions related to the matter, were reported to this committee on the 10th July 2007. At this meeting it was resolved that:

- (1) that the outcomes of the review of the Clarendon Gardens 20mph Zone be noted; and
- (2) that the outcomes of the consultation on, and objections to, the experimental gated closure order be noted and that the gated closure temporarily be retained until the implementation of proposals resulting from a re-consultation to investigate measures to prevent rat running in the area.

Consultation

- 3.8 The format that the re-consultation process undertook is set out below:

- (1) Officers would investigate the possible options taking into account constraints placed on the scheme;
- (2) Discussions/meeting with residents would be held to discuss possible options.
- (3) Ward Councillors and other key parties would be contacted summarising the outcomes of stages 1 and 2, identifying measures Officers are recommending for discussion/comment
- (4) Full public consultation would be undertaken with all residents included within the enlarged consultation area agreed at Highways Committee.
- (5) The results of the consultation will be reported back to Highways Committee for decision.

- 3.9 The outcomes of this process identified 5 separate proposals to be consulted on. Each proposal could be implemented separately or in conjunction with any of the other proposals, offering the community a broad selection of measures with varying effects on the area. The consultation allowed residents to support or reject each of the proposals separately. The 5 proposals were:

- (1) introduce a “point no entry” on Clarendon Gardens at the junction of Wembley Hill Road. This will allow residents to exit the area via the

- traffic lights, but not to re-enter it. Entry into the area would take place via East Lane or Elm Road;
- (2) reduce the green time of the traffic lights at the junction of Clarendon Gardens with Wembley Hill Road for traffic exiting from Clarendon Gardens from the current time of 10 seconds to 7 seconds;
 - (3) install width restrictions on St Johns Road, south of the junction of Castleton Avenue, and on Clarendon Gardens near the junction with Wembley Hill Road;
 - (4) extend the existing 20mph Zone along Clarendon Gardens, east of Castleton Avenue to Wembley Hill Road and, along St Johns Road south of Castleton Avenue. The 20mph Zone will be enforced by the introduction of speed humps along Clarendon Gardens and St Johns Road;
 - (5) introduce a one-way system on Llanover Road and Pembroke Road. Llanover Road, one-way to operate from Clarendon Gardens to East Lane and Pembroke Road one-way to operate from, outside No 1 Pembroke Road to Clarendon Gardens.

A copy of the consultation document is attached as appendix 1

- 3.10 Following the decision of this committee the area of the public consultation was extended to include the whole of St Johns Road and all side roads adjoining it. A total of 1347 consultation documents were distributed in December 2007. The consultation closed on the 9th January 2008.
- 3.11 Results for each option are presented below on a road by road basis. Options 1,2 and 3 have a predominantly area wide affect and therefore the results for the whole area are the key factor in the decision making process. Options 4 and 5 have a more localised impact and therefore in addition to the whole area table additional tables are presented showing the results from only those roads, or parts of roads, that front or have no alternative form of access except for via the proposals.
- 3.12 A total of 440 questionnaires were return, at a response rate of 33%. Not all respondents answer every question and therefore the totals for each option vary.
- 3.13 The response to proposal 1, the introduction of a “point no entry” on Clarendon Gardens is shown in table 1 below.

Table 1

Road	For	Against	No Opinion
Acacia Avenue	1	3	1
Castleton Avenue	13	21	1
Clarendon Gardens	31	9	0
East Lane	8	25	0
Eccleston Court	0	1	0
Elm Road	1	15	0
Harrowdene Road	0	1	0
High Road	0	0	1
Hutchinson Terrace	1	0	0
Keswick Gardens	0	12	0
Kingsway	5	22	0
Lambert Road	2	1	0

Llanover Road	17	28	1
Lockier Walk	5	6	0
Meadow Way	9	15	0
Park Lane	0	6	0
Peel Road	0	0	1
Pembroke Road	9	12	0
Queenscourt	8	7	0
Rossllyn Crescent	12	11	1
St Johns Close	1	3	0
St Johns Road	5	76	1
The Dene	7	7	0
The Glen	4	2	1
Wembley Hill Road	2	5	0
Winthrop Walk	2	1	0
Total	143	289	8
(percentage)	32%	66%	2%

This shows that 32% of the whole area supported the proposal, 66% opposed it and 2% had no opinion. Committee is requested to authorise taking no further action in regards to this proposal.

- 3.14 The response to proposal 2, the reduction of the green time at the traffic lights at the junction of Clarendon Gardens and Wembley Hill Road is shown below in table 2. This shows that 24% of the whole area supported the proposal, 71% opposed it and 5% had no opinion. Committee is requested to authorise taking no further action in regards to this proposal.

Table 2

Road	For	Against	No Opinion
Acacia Avenue	0	4	1
Castleton Avenue	12	22	2
Clarendon Gardens	19	20	0
East Lane	5	25	3
Eccleston Court	0	1	0
Elm Road	1	14	1
Harrowdene Road	0	1	0
High Road	0	0	1
Hutchinson Terrace	1	0	0
Keswick Gardens	0	11	1
Kingsway	7	19	1
Lambert Road	0	2	0
Llanover Road	10	29	2
Lockier Walk	2	8	1
Meadow Way	6	18	0
Park Lane	1	5	0
Peel Road	0	0	1
Pembroke Road	6	14	1
Queenscourt	9	6	0
Rossllyn Crescent	6	14	2
St Johns Close	1	2	0
St Johns Road	5	75	2
The Dene	9	5	0
The Glen	1	6	0
Wembley Hill Road	1	6	0
Winthrop Walk	2	0	0

Total	104	307	19
(percentage)	24%	71%	5%

- 3.15 The response to proposal 3, the introduction of width restrictions on St Johns Road by the railway bridge, and on Clarendon Gardens near the junction with Wembley Hill Road is shown below in table 3. This shows that 63% of the whole area supported the proposal, 28% opposed it and 9% had no opinion. Committee is requested to authorise taking this proposal forward to implementation.

Table 3

Road	For	Against	No Opinion
Acacia Avenue	4	0	1
Castleton Avenue	22	12	2
Clarendon Gardens	27	13	0
East Lane	17	16	0
Eccleston Court	0	1	0
Elm Road	1	0	15
Harrowdene Road	1	0	0
High Road	0	0	1
Hutchinson Terrace	1	0	0
Keswick Gardens	7	5	1
Kingsway	11	11	5
Lambert Road	2	0	0
Llanover Road	35	7	3
Lockier Walk	7	3	1
Meadow Way	18	4	1
Park Lane	5	1	0
Peel Road	0	0	1
Pembroke Road	12	6	2
Queenscourt	13	1	1
Roslyn Crescent	12	8	2
St Johns Close	3	1	0
St Johns Road	59	20	3
The Dene	8	5	1
The Glen	4	2	0
Wembley Hill Road	5	3	0
Winthrop Walk	1	1	0
Total	275	120	40
(percentage)	63%	28%	9%

- 3.16 The response to proposal 4, the extension of the 20mph zone and introduction of speed humps along Clarendon Gardens and St Johns Road is shown below in table 4. This shows that 36% of the whole area supported the proposal, 60% opposed it and 4% had no opinion. In addition table 5 shows the results for St Johns Road and for roads that only have access via it. Of these responses 12% supported the proposal, 85% opposed it and 3% expressed no opinion. Table 6 shows the results for Clarendon Garden and for roads that only have access via it. Of these responses 52% supported the proposal, 45% opposed it and 3% expressed no opinion. Committee is requested to authorise taking no further action in regards to the extension of the 20mph zone along St Johns Road; but to authorise taking the extension of

the 20mph zone and introduction of speed humps along Clarendon Gardens forward to implementation.

Table 4

Road	For	Against	No Opinion
Acacia Avenue	1	3	1
Castleton Avenue	12	21	1
Clarendon Gardens	23	14	2
East Lane	11	18	2
Eccleston Court	0	1	0
Elm Road	0	15	1
Harrowdene Road	0	1	0
High Road	0	0	1
Hutchinson Terrace	1	0	0
Keswick Gardens	2	10	0
Kingsway	9	19	0
Lambert Road	1	1	0
Llanover Road	20	22	1
Lockier Walk	3	7	1
Meadow Way	10	14	0
Park Lane	5	1	0
Peel Road	0	0	1
Pembroke Road	7	11	3
Queenscourt	10	5	0
Rosslyn Crescent	11	10	2
St Johns Close	1	3	0
St Johns Road	10	69	1
The Dene	8	5	1
The Glen	3	3	1
Wembley Hill Road	4	4	0
Winthrop Walk	3	0	0
Total	155	257	19
(percentage)	36%	60%	4%

Table 5

Road	For	Against	No Opinion
Acacia Avenue	1	3	1
Elm Road	0	15	1
Keswick Gardens	2	10	0
St Johns Close	1	3	0
St Johns Road	10	69	1
High Road	0	0	1
Total	14	100	4
(percentage)	12%	85%	3%

Table 6

Road	For	Against	No Opinion
Clarendon Gardens	23	14	2
Kingsway	9	19	0
Queenscourt	10	5	0
The Dene	8	5	1
Total	50	43	3
(percentage)	52%	45%	3%

- 3.17 The response to proposal 5, the introduction of a one way system on Llanover Road and Pembroke Road is shown below in table 7. This shows that 48% of the whole area supported the proposal, 34% opposed it and 18% had no opinion. In addition table 8 shows the results for Llanover Road north of Clarendon Gardens, the section of Llanover Road that is affected by the one way, and Pembroke Road. Of these responses 47% supported the proposal, 49% opposed it and 4% expressed no opinion. Committee is requested to authorise taking no further action in regards to this proposal.

Table 7

Road	For	Against	No Opinion
Acacia Avenue	2	1	2
Castleton Avenue	15	10	10
Clarendon Gardens	23	13	3
East Lane	12	19	1
Eccleston Court	0	1	0
Elm Road	2	0	14
Harrowdene Road	0	1	0
High Road	0	0	1
Hutchinson Terrace	1	0	0
Keswick Gardens	7	4	1
Kingsway	13	10	4
Lambert Road	2	0	1
Llanover Road (North of Clarendon Gardens)	13	10	1
Llanover Road (South of Clarendon Gardens)	17	3	1
Lockier Walk	8	2	1
Meadow Way	12	5	6
Park Lane	1	3	1
Peel Road	0	0	1
Pembroke Road	8	12	1
Queenscourt	10	1	3
Rosslyn Crescent	14	9	0
St Johns Close	1	2	1
St Johns Road	29	30	23
The Dene	9	4	1
The Glen	4	3	0
Wembley Hill Road	4	1	2
Winthrop Walk	2	1	0
Total	209	145	79
(percentage)	48%	34%	18%

Table 8

Road	For	Against	No Opinion
Llanover Road (North of Clarendon Gardens)	13	10	1
Pembroke Road	8	12	1
Total	21	22	2
(percentage)	47%	49%	4%

4.0 Financial Implications

- 4.1 Officer time and costs associated with the introduction of the width restrictions on St Johns Road and Clarendon Gardens and the extension of the 20mph zone and speed humps along Clarendon Gardens is estimated at £60,000. This can be met from the revenue allocations for the current and 2008/09 financial years for general schemes.

5.0 Legal Implications

- 5.1 The introduction of the measures highlighted in the report will require the making of traffic regulation orders under the Road Traffic Regulations Act 1984, or a variation to existing orders. The procedures to be adopted for making the actual orders or varying existing orders are set out in the Local Authority Traffic Order (Procedures) (England & Wales) Regulation 1996
- 5.2 In addition public notices for the proposed vertical measures will be required and will need to be advertised prior to implementation. Traffic calming measure notices are made under sections 90A to F of the Highways Act 1980 and would require the Council to undertake prescribed consultation and consider objections and place statutory notice
- 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 include 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 implementation of measures detailed in this report will help to reduce vehicular speeds and contribute to road safety.

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

Highways Committee Minutes 25th January 2005, 22nd March 2006 and 10th July 2007
Road Traffic Regulations Act 1984

Highways Act 1980
File Ref: TP – 388 and TP-457

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