

Glossary of Terms

Width restriction

Width restrictions are a self enforcing means of restricting access for large vehicles. Posts or bollards are placed in the road so that vehicles wider than a particular width cannot pass between them. A gate can be provided for use by emergency vehicles. The gates are kept locked but the emergency services are issued with keys.

Gated Closure

Gated closures are effective, self-enforcing means of stopping all through traffic movements. As with width restrictions they are kept locked shut and the emergency services are issued with keys so that they can open them to pass through.

Traffic Lights

Traffic lights (also known as traffic signals) are designed to optimise and control traffic at a junction by sharing out the time to different arms of the junction and to pedestrians. They use different coloured lights (red, amber and green) to indicate which arms can go and which arms have to stop. The "green time" of a traffic signal refers to the amount of time vehicles using a particular arm are given to pass over the stop line before the red light comes on and they have to stop.

Your views are important to the Council

Please complete the enclosed questionnaire and return it in the **FREEPOST** envelope provided to **London Borough of Brent, Transportation Service Unit, Brent House, 349-357 High Road, Wembley, Middlesex, HA9 6BZ.**

Only a questionnaire issued by the Council should be used to respond to this consultation and no photocopies or other material will be considered.

Your response is protected as required by the Data Protection Act and cannot be identified.

Please only write to us about the consultation issue. If you want to comment on any other matter, please use a separate letter.

The following are being consulted: All properties within the consultation area shown on the plan, Local and Statutory Groups, Emergency Services and Ward Councilors.

Larger scale plans of the proposals are available for viewing in the One Stop Shop, 349 – 357 High Road, Wembley, HA9 6BZ until 9th January 2008.

If you would like further information then please contact:

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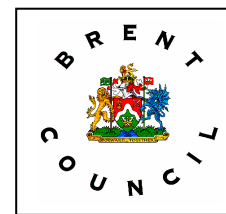
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Our ref: TP457

Nov/Dec 2007



Public Consultation

CLARENDON GARDENS AREA TRAFFIC MANAGEMENT PROPOSALS

Following the introduction of the Clarendon Gardens gated closure on an experimental basis in November 2006, Brent Council's Transportation Service Unit carried out a consultation in May 2007 to find out whether or not residents want to keep the gated closure in place permanently. The results of the consultation indicated that, although those residents more directly affected by the gated closure voted strongly in favour of keeping it, the majority of residents living in the surrounding roads voted in favour of removing it. The main reasons given in wanting its removal were the inconvenience of entering and leaving the area and displacing traffic onto other roads.

Following the consultation Brent's Highways Committee decided that the gated closure would be removed after a re-consultation with residents on alternative measures to address the issue of rat running and associated negative environmental impacts that used to occur before the gate was installed.

This consultation document outlines Brent Council's proposal to address the impact of the removal of the experimental gated closure.

Your views are a very important factor in the council's decision-making process. Please read through the information contained within this leaflet and then complete and return the enclosed questionnaire – **postage is free**. The closing date for the return of the questionnaire is **9th January 2008**.

Prior to the introduction of the experimental gated closure there were high levels of rat running traffic on Clarendon Gardens, Pembroke Road, Castleton Avenue and Llanover Road. These came with associated anti-social and dangerous driving behaviour and relatively high levels of pollution. The number of vehicles rat running through Clarendon Gardens was on average, 700 vehicles per hour at peak times.

Brent Council's Transportation Service has been investigating a range of alternative measures in an attempt to reduce the level of rat running whilst taking onboard the concerns expressed by residents during the previous consultation about the added inconvenience of entering and leaving the area and displacing traffic onto other roads. Five possible options have been proposed, each of which could be implemented separately or together in any combination. These options are discussed in detail overleaf and are shown on the attached plan.

You have the choice in the enclosed questionnaire to support or reject each of the options separately.

Proposal 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.

This will effectively make the section of Clarendon Gardens east of Castleton Avenue one way, whilst retaining access for residents westbound. The one way would be enforced by the construction of a kerb build-out at the junction which will narrow the road down to one traffic lane. Although this will allow the eastbound rat run to take place, flows should be largely unopposed within the area preventing much of the footway overrun issues that arose due to conflict with high volumes of traffic in both directions. This proposal is likely to reduce the morning peak traffic flow levels by 20% and evening peak flows by 65% in Clarendon Gardens, Llanover Road and/or Pembroke Road, with smaller reductions on Rosslyn Crescent and Castleton Avenue. It is accepted that the removal of this westbound movement may lead to increased levels of traffic in St John’s Road based on flows prior to the introduction of the closure. However, 65% of the measured increase in traffic levels on St Johns Road following the introduction of the gated closure related to a southbound movement. This traffic would not be displaced in this option and any impact on St Johns Road would be less than with the experimental gate and comparable to levels that existed prior to the introduction of the traffic management scheme in 2005/06.

Proposal 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.

This will discourage the eastbound movement of traffic through the area at peak times by reducing the amount of traffic that can exit the area at the traffic lights. Although this should lead to a reduction in the number of vehicles using Clarendon Gardens, Llanover Road, Pembroke Road, Rosslyn Crescent and Castleton Avenue; Clarendon Gardens is likely to suffer from increased queue lengths at the traffic lights.

Proposal 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.

Although the introduction of width restrictions by themselves is unlikely to have significant impact on the volume of traffic travelling through the area, it has been identified that there is an issue of a small number of larger vehicles coming through the area. Due to the narrowness of the roads, this small number of vehicles is a significant contributor to the problem of vehicles over running the footways and congestion and width restrictions would significant reduce this nuisance. The introduction of width restrictions will cause a loss of kerbside parking space which is shown on the enclosed plan.

Proposal 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 as shown in the enclosed plan. The 20mph Zone will be enforced by the introduction of speed humps along Clarendon Gardens and St Johns Road.

Speeds on Clarendon Gardens were measured to be 30mph prior to the introduction of the gated closure; these were amongst the highest in the area. Because of the introduction of gate it was felt unnecessary to traffic calm this route. With the removal of the gated closure it is desirable that these fairly high speeds need to be addressed through the introduction of traffic calming measures and an extension of the 20mph Zone. This may also lead to a small reduction in the volume of traffic.

Proposal 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.

Although this will not prevent the rat run taking place, flows will be unopposed on these roads preventing much of the footway overrun and other safety issues. Traffic flows on Llanover Road are likely to reduce by 50% but increase on Pembroke Road by 35%.

Brent Council would be grateful for your views on these proposed measures. Details on how to respond to this consultation are given on the back page of this leaflet.

Richard Pearson BEng (Hons) CEng MICE MIHT DMS, Director of Transportation

Consultation Area