

	<p style="text-align: center;">Committee 23rd July 2008</p> <p style="text-align: center;">Report from the Director of Transportation</p>
<p>For Action Wards Affected: Sudbury</p>	
<p style="text-align: center;">Report Title: PETITION - REQUEST FOR ONE WAY SYSTEM MAYBANK AVENUE</p>	

Forward Plan Ref: E&C – 08/09 - 006

1.0 Summary

- 1.1 This report informs members on a petition that was received from residents of Maybank Avenue requesting the introduction of a one way system along Maybank Avenue to prevent congestion problems on the road. The report outlines the officer's investigation into the matter to determine the extent of any existing problem on Maybank Avenue and recommends that a review of the existing disabled bays and a consultation on the introduction of passing gaps along the road be undertaken to address the problem.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues 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 that officers consult residents on the introduction two passing gaps on Maybank Avenue
- 2.4 That committees agrees that officers review the existing usage of the disabled bays within the SH zone.

2.5 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 back to this committee where he thinks appropriate or to implement the order if there are no objections, or he considers the objections or representations are groundless or insignificant.

3.0 Detail

3.1 A petition has been received by the Council from residents of Maybank Avenue, requesting a one way system be introduced on Maybank Avenue. The petition is in accordance with Standing Orders and reads:

“Petition of the residence of Maybank Avenue for a One Way System to be implemented by the London Borough of Brent to ensure the safety of persons and property.”

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. The likelihood of funding is subject to the nature and extent of the problem, with accident reduction schemes normally receiving the highest priority.

3.3 Maybank Avenue forms a link between Greenford Road to the west and Harrow Road to the east. Maybank Avenue is an approximately 7.3m wide traffic calmed residential road falling within the SH controlled parking zone. The SH zone is a small zone made up of 3 roads, Maybank Avenue, Fernbank Avenue and Rosebank Avenue. Parking takes place on both sides of the Maybank Avenue meaning that there is only sufficient width for a single lane of traffic. However along most of the road there are sufficient natural breaks in the parking for traffic to move freely, except for between 14 and 98 Maybank Avenue, a distance of approximately 240m where there are no gaps in the parking at all. 19 disabled bays exist on the 3 roads, some of them having been in place for over 20 years and may no longer be necessary.

3.4 Traffic surveys were undertaken within the area in June 2008, over a 7 day period, approximately outside nr. 40 Maybank Avenue. This showed a maximum peak hour bidirectional flow of 133 Vehicles, with fewer than 100 vehicles per hour for most of the rest of the day. 85%ile speeds were measured at 31mph eastbound and 25mph westbound. A parking activity surveys was undertaken on the 19/06/08 at 5am. This showed that the following spaces were available within the zone.

Roads	Free Residents Bays	Free Disabled Bays
Maybank Avenue between (1-124)	7	2

Fernbank Avenue	2	2
Rosebank Avenue	2	2

3.5 1 slight personal injury accidents has occurred along Maybank Avenue in the past 3 years, this was at the junction of The Rise

3.6 Discussions with the petitioner have taken place this would indicate that the desire for the one-way operation is to address the problems caused by traffic meeting head to head in the section of Maybank Avenue with no passing gaps, which leads to road rage issues and damage to resident's cars.

3.7 This sort of problem is common on heavily parked narrow residential roads where there are limited opportunities to pass. 2 options for addressing these sorts of problems are the introduction of passing gaps, or the introduction of one way operation. Passing gaps are an effective method of dealing with the problem when traffic flows aren't heavy and loose of parking can be accommodated with the street without major inconvenience. One ways systems are a more effective solution with high volume of traffic and no opportunities to remove parking. They do however have a number of disadvantages that have to be considered; they can increase vehicular speeds, cause access problems for residents and emergency services and are significantly more expensive

3.8 If the one way system was to be introduced it would mean that all residents of Fernbank Avenue, Rosebank Avenue and Maybank Avenue between nr 1 and 125 would have to enter the area via Greenford Road, a congested area at the best of times, causing them significant delays. It would equally affect the emergency services, who are unlikely to be supportive of the proposal. Further more it would have a detrimental effect on Greenford Road, a Principal Road within the London Borough of Harrow, as it would require the undertaking of a number of turning movements.

3.9 With relatively low levels of vehicles using the road and some available capacity within the CPZ the introduction of 2 passing gaps, equivalent to approximately 4 parking spaces, would solve the existing traffic flow problem with only limited inconvenience to the residents. A review of the existing disabled bays within the zone may be able to offset the lose in residents bays

4.0 Financial Implications

4.1 Officers 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 Some elements of the scheme highlighted in the report will require traffic and/or parking restrictions. These proposals would 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 Committee is requested to authorise the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the 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.

7.0 Environmental Implications

7.1 The implementation of measures detailed in this report will help to reduce vehicular conflicts and reduce congestion.

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

Peter Boddy, Transportation Service Unit, 2nd Floor East, Brent House, 349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937 5446

Richard Saunders
Director of Environment and Culture