



CLARENDON GARDENS - ZONE 1

PROPOSED TRAFFIC MANAGEMENT PROPOSALS PUBLIC CONSULTATION FEBRUARY 2006

INTRODUCTION

Following a number of concerns received from residents regarding the excessive speeds and volume of traffic in the roads around Clarendon Gardens, Brent Council have carried out a traffic study, investigated the concerns and identified traffic proposals to improve road safety in the area. The proposals will be funded by Transport for London through the Council's annual Borough Spending Plan, which aims to achieve the targets set in the Mayor's Transport Strategy for London. If residents are in agreement with the proposals a scheme could be implemented by the spring of 2006 to coincide with the re-opening of Wembley Stadium.

KEY PROBLEMS

The key problems identified in the area are excessive traffic volumes, speeding vehicles and congestion caused by parking along the narrow roads. These can lead to difficulties for vulnerable road users such as children and elderly people resulting in traffic accidents along these residential roads.

GENERAL PROPOSALS

Following a number of consultative meetings with Local residents' representatives, Ward Councillors and the Police, Brent Council intends to introduce Traffic Calming measures around the area highlighted by the traffic study. These proposals are shown on the plan overleaf.

SPECIFIC PROPOSALS

As each of the three zones has specific concerns, the Council is proposing the following measures:

- ❖ **ZONE 1** - Gated Closure at the eastern exit of Clarendon Gardens and Castleton Avenue junction, junction improvements with Entry Tables and Yellow box markings at the junctions with East Lane
- ❖ **ZONE 2** - Junction improvements at the eastern end of Clarendon Gardens and a Gated Closure at the Castleton Avenue junction
- ❖ **ZONE 3** - A one way operation in Manor Drive with junction improvements and Entry tables at its northern end

BENEFITS

The proposals aim to lower vehicle speeds which:

- Will make walking and cycling easier and safer within the zone
- Improves the Safety of vulnerable road users such as children and the elderly
- Reduces speed leading to a reduction in personal injury accidents
- The Gated closure will also stop all extraneous traffic from the area

Through traffic can be discouraged as a consequence of introducing these traffic calming measures. The police strongly support the proposals which incorporate speed reduction features.

YOUR VIEWS

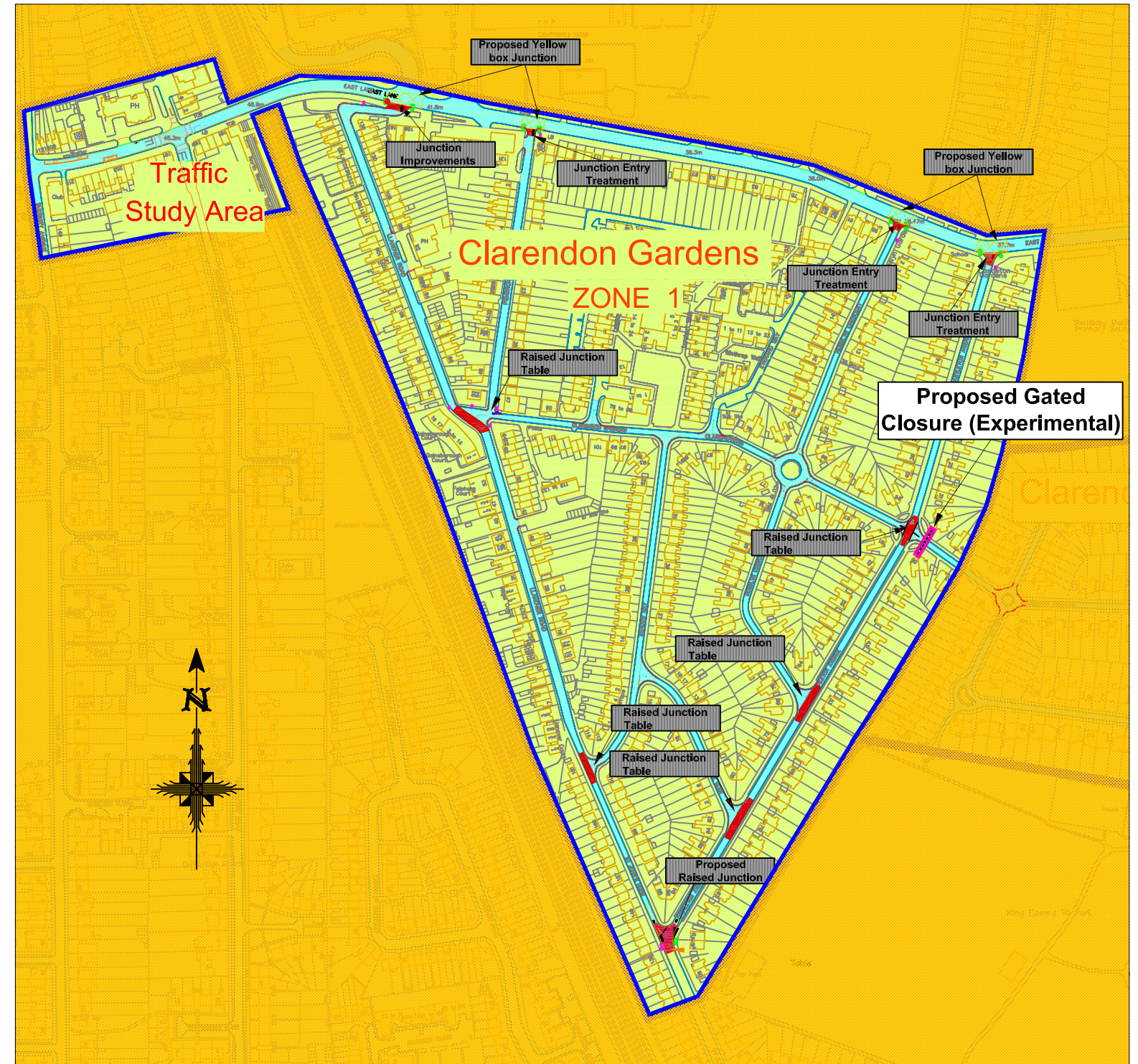
Your views on the proposals are important to the Council and a questionnaire is attached to this leaflet for you to complete. We would be grateful if you could take the time to fill in the questionnaire and return to us by **24th February 2006** using the pre-paid postage provided.

MAKING BRENT A SAFER PLACE

Environment & Culture, Transportation Service Unit, Traffic Management Section,
Brent House, 349-357 High Road, Wembley Middlesex, HA9 6BZ

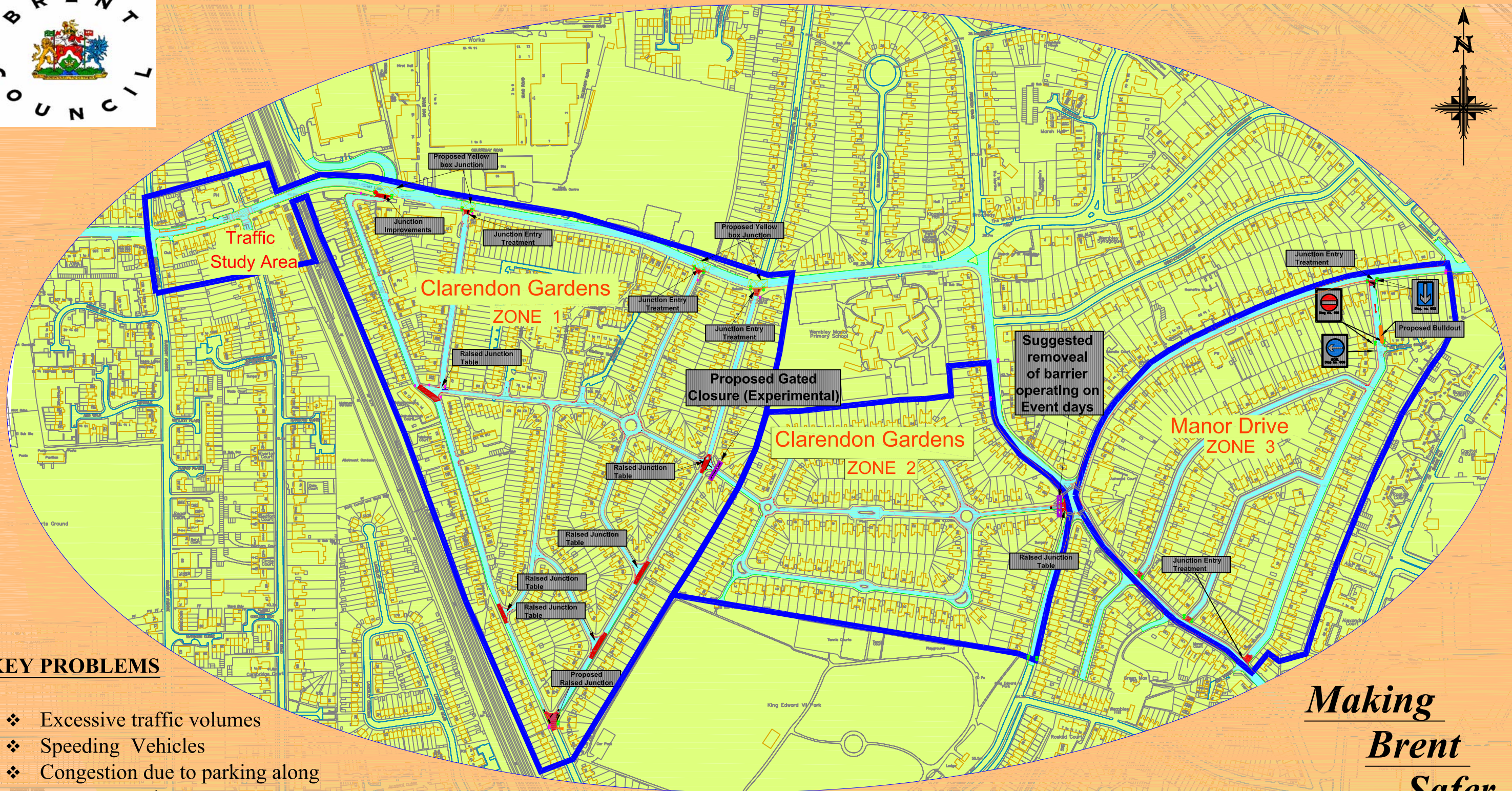
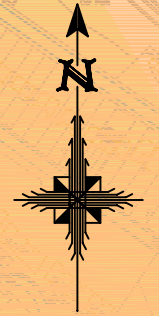


CLARENDON GARDENS TRAFFIC MANAGEMENT PROPOSALS



LAST DATE OF RETURN

FRI 24TH, FEBRUARY 2006



KEY PROBLEMS

- ❖ Excessive traffic volumes
- ❖ Speeding Vehicles
- ❖ Congestion due to parking along narrow roads

*Making
Brent
Safer....*

PROPOSALS

ENTRY TABLE

Entry Treatments are features that highlight a junction to drivers. They are being proposed to allow the safer movement of pedestrians at road junctions. Entry Treatments will include bollards on the footway to make the area stand out and prevent vehicles overrunning the foot way.



GATED CLOSURE

Gated closures are used to prevent vehicles using certain roads and have been used in this area on the Wembley Events days. These are metal barriers constructed across the road which is protected by a kerbed island. The barrier is permanently locked and closed to vehicular traffic except cyclists and emergency vehicles can have access through the barrier when required.



RAISED TABLE

A raised table/ platform is an extended road hump spanning the full width of the road. They are used to reduce vehicle speeds at certain locations and provide a safer crossing point for pedestrians. Red surfacing is used to highlight the platform to road users and pedestrian guard railing is used to direct pedestrians towards the suitable crossing points.



CLARENDEN GARDENS – ZONE 1

PROPOSED TRAFFIC STUDY AREA AND 20MPH ZONES PUBLIC CONSULTATION FEBRUARY 2006

Please complete the questionnaire below. We would be grateful if you could please return your questionnaire to Brent Council's Transportation Service Unit by, **24th February 2006** using the pre-paid reply facility overleaf.

Please tick the boxes below where appropriate

1.	Are you a 'Resident'/'Business Occupier'? (tick the box)	Resident	Business
		<input type="checkbox"/>	<input type="checkbox"/>

2.	In which of the Traffic Study Areas do you live? (tick one box)
a)	ZONE - 1 (Clarendon Gardens)
b)	ZONE - 2 (Clarendon Gardens)
c)	ZONE - 3 (Manor Drive)
d)	Areas within the 'Traffic Study Area'(but not one of the Zones above)

3.	Do you support the proposal for the experimental Gated Closure in Clarendon Gardens	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>

4.	Do you support the proposals for junction improvement, raised tables, please see the attached leaflet on Permanent Basis(tick one box)	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>

5.	Have you any other Comments about the proposals or problems in any of the zones or all the three zones?

6. EQUALITIES MONITORING

What is your gender?		Male	Female		
		<input type="checkbox"/>	<input type="checkbox"/>		
What is your ethnicity?	White	Mixed	Asian or Asian British	Black or Black British	Other ethnic group
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Age. Are you	16-24	25-44	45-54	55-64	over 65
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Notes for guidance:

- 1) Only a questionnaire issued by the Council should be used to respond to the consultation and no photocopies or other material will be considered.
- 2) If there are any errors in your form or you are aware that a neighbour or another person in the area has not received a questionnaire then the Traffic Management Section should be contacted on 020 8937 5132 or 5185 for assistance.
- 3) Your response is protected as required by the Data Protection Act and cannot be identified.
- 4) **Please do not use glue or Sellotape to seal this questionnaire. Thank you.**

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 020 8937 1200

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم
مہرمانی ٹاؤن ہال واقع فورٹی لین، ویسٹلے میں ون اسٹاپ شاپ
سے پیر تا جمعہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر
پر رابطہ کیجئے۔ 020 8937 1200

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી
પડતી હોય તો, મહેરબાની કરીને વન-સ્ટોપ શોપનો
સંપર્ક સાધશો. તે વેબસાઇટ ખાતે, ફોર્ટી લેઇનમાં, ટાઉન
હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ સુધી,
સોમવારથી શુક્રવાર.
ટેલિફોન: ૦૨૦૬-૮૩૭-૧૨૦૦

English

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें -
वन-सटॉप शॉप, टाऊन हॉल, फोर्टी लेन, वेंबली
टेलीफोन 020 8937 1200

Urdu

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020 8937 1200

Gujarati

જો તમને આ અંગ્રેજી વિષય સમજવામાં મુશ્કેલી પડતી હોય તો, કૃપા કરીને સોમવારથી શુક્રવાર સુધી સવારના ૯ થી સાંજના ૫ સુધી વેબસાઇટ ખાતે, ફોર્ટી લેઇનમાં, ટાઉન હોલમાં સંપર્ક કરો.
વન-સટૉપ શોપ, ટાઉન હાલ, ફોર્ટી લેન, વેમ્બલી
ટેલિફોન 020 8937 1200

Hindi

Somali

Punjabi

Owner/ Occupier

Third fold and tuck in

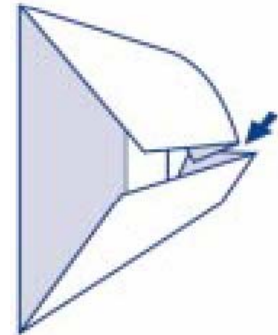
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London Borough of Brent
FREEPOST, LICENCE No. HA 4549
Transportation Service Unit
Brent House
2nd Floor (East)
349-357 High Road
Wembley
Middlesex HA9 6BZ

Second fold



How to return this questionnaire:
Fold three times as shown by the dotted lines



Tuck the top flap inside the bottom flap, ensuring the return address is still visible.

No stamp is required

First fold

