



Highways Committee
25th January 2005

**Report from the Director of
Transportation**

For Action

Wards Affected:
Tokyngton, Preston

Clarendon Gardens and Manor Drive Area Traffic Study

Forward Plan Ref: E&C- 05/06 - 050

1.0 Summary

1.1 This report informs members about progress of the Clarendon Gardens and Manor Drive area traffic study. The area is located adjacent to the new Wembely Stadium Development. This report seeks the approval to proceed with the carrying out of public consultation exercise with the residents and the necessary statutory consultation.

2.0 Recommendations

2.1 That the Committee notes the scheme development work undertaken by officers to date.

2.2 The Committee authorises the officers to consult on the proposals recommended as part of this study.

2.3 That the committee authorises the Director of Transportation to proceed with public and statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where the Director of Transportation believes appropriate, or to implement the orders for proposed scheme in the report if there are no objections or representations, or where it is considered the objections or representations are groundless, insignificant, irrelevant or frivolous.

2.4 The committee approves the introduction of the one way working system in Manor Drive on an experimental basis.

- 2.5 That the committee approves (subject to further consultation as set out above) the introduction of the Gated Closure in Clarendon Gardens on an experimental basis as shown on the plan attached, and the removal of the existing barrier at the eastern end of Clarendon Gardens at the Five Ways junction that operates on event days.
- 2.6 That the committee instructs officers to monitor the traffic impact of the proposals shown in 2.4 and 2.5 above and bring back a further report after six months of operation

3.0 Financial Implications

- 3.1 A funding allocation of £10,000 has been approved by Transport for London (TfL) to carry out the traffic study within the programme of 20mph zones included in the Borough Spending Plan (BSP) submission for 2005/2006.
- 3.2 A further allocation of £230,000 has also been approved by TfL to carry out the detail design and implementation of the scheme in the year 2006/2007 via the BSP submission for 2006/2007.
- 3.3 The estimated cost of implementing these proposals is within the £230,000 allocated including staffing costs.
- 3.4 The making of the experimental proposals permanent could be carried out from the funding approved for 2006/2007.

4.0 Staffing Implications

- 4.1 The council's Transportation Services Unit will attend to all issues in relation to the implementation of the Clarendon Gardens and Manor Drive traffic study proposals.

5.0 Environmental Implications

- 5.1 The introduction of the study proposals will help to improve road safety for all road users in the area, particularly pedestrians and other vulnerable road users.
- 5.2 The introduction of the proposed scheme will reduce the volume of through traffic in residential areas mitigating the environmental impact of the traffic in these residential roads.

6.0 Legal Implications

- 6.1 The proposed physical traffic calming measures such as road humps, entry treatments, gated closures and waiting restrictions will require the making of Traffic Regulation Orders (TRO) under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual order are set out in the associated Statutory Traffic Regulations.

- 6.2 The physical traffic calming measures proposed are made under sections 90 A to F of the Highways Act 1980 and will require the council to undertake prescribed consultation, consider objections and place statutory notices.
- 6.3 Members are asked 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 various proposals following the public and statutory consultation process. As a result, a further study report need not be brought forward before this committee prior to implementation, except those that require making permanent following the six months of the experimental operation.

7.0 Background

- 7.1 A programme of 20mph zone schemes has been approved by Transport for London (TfL) on the basis of the 2005/2006 Borough Spending Plan (BSP) submission, which sets out the Borough's programme of schemes and priorities. The schemes have been approved by the Mayor of London office on the basis of this submission meeting the requirements of the Transport Strategy for London. A budget of £230,000 has been approved in 2006/2007 to carry out the proposals identified as part of the Clarendon Road and Manor Drive traffic study.
- 7.2 The introduction of the measures proposed as part of this study will play an important role in achieving the Government's road safety strategy and casualty reduction target set for 2010.
- 7.3 The main intentions of the measures proposed as part of the Clarendon Road Manor Drive area study is to:
- Reduce vehicular speeds and make walking and cycling easier and safer within the zone
 - Improve safety of vulnerable road users such as children and the elderly
 - Reduce the number personal injury traffic accidents
 - Reduce the environmental impact of through traffic in this sensitive area that is close in proximity to the new Wembley Stadium and other developments in Wembley.
- 7.4 Scheme development work has been underway for the previous six months and officers from the Transportation Services Unit have undertaken consultations with local resident representatives, the police and wards members.
- 7.5 The police, emergency services, transport operators and other statutory bodies have been consulted on the proposals via regular traffic liaison meetings. Comments made regarding the study have previously been taken into account within the design proposals.

- 7.6 A full public consultation exercise will be undertaken in February / March 2006 on the proposals. Consultation leaflets will be circulated to all residents and businesses in the area and will include a free pre-paid return questionnaire. The results of the consultation shall be reported to a future Highway Committee. Appendix A gives details of the public consultation documents that will be distributed to residents within the study area, which also includes details of the scheme design. Detailed plans of the proposal will be displayed at the Committee meeting.

Traffic Study - Problems

- 7.7 For the purposes of this study, the zone area is divided into three zones 1, 2 and 3 as shown in appendix A. The zones have been determined taking into account the comments from the consultation with ward Councillors, resident association representatives, the police and the emergency services as well as the geographical locations of the areas in relation to busy main roads and accident patterns.
- 7.8 Zone 1 is encompassed by East Lane, the railway line adjacent to Llanover Road and Castleton Avenue. The main concerns raised by residents in the area are traffic accidents, traffic speeds and the traffic volume passing through Clarendon Gardens. There were 21 personal injury accidents within the three year study period of which two were serious. The average speed recorded during the survey along Clarendon Gardens was 28mph. To avoid congestion on St Johns Road, motorists use the residential roads in particular Clarendon Gardens to gain access to East Lane and Wembley Hill Road.
- 7.9 Zone 2 is encompassed by Castleton Avenue and Wembley Hill Road. The main concerns expressed by residents in the area are the volume and speed of traffic passing through Clarendon Gardens. To avoid congestion on St Johns Road, motorists use the residential Clarendon Gardens to gain access to Wembley Hill Road.
- 7.10 Zone 3 is encompassed by Wembley Park Drive, Wembley Hill Road and Manor Drive. The main concerns expressed by residents are the volume and speed of traffic passing through Manor Drive. There were 9 personal injury accidents within the three year study period. The average speed recorded during the survey in the area was 30mph. To avoid congestion, motorists use the residential roads in particular Manor Drive to gain access to Wembley Hill Road and Wembley Park Drive.

Solutions To Problems Identified In The Traffic Study

- 7.11 Solutions were developed following consultation meetings held with the representatives from the resident association, ward Councillors and the emergency services. The relevant resident association were not generally supportive of the introduction of road humps on residential roads. However, the proposals outlined below are intended to address the main problems identified in the local area.

Zone 1 – The measures developed to resolve the traffic related issues in this area are speed tables, entry treatments and a gated closure located at the junction of Castleton Avenue and Clarendon Gardens as shown in appendix A. There will also be additional waiting restrictions at the junctions to improve visibility at these locations.

Members will note that there is an existing barrier located at the eastern end of Clarendon Gardens at the Five Ways junction that operates on event days. If residents agree with the proposal for the gated closure on an permanent basis, then members should be minded to remove the existing barrier otherwise it will result in all access to Clarendon Gardens being denied on event days.

Zone 2 – The gated closure located at the junction of Castleton Avenue and Clarendon Gardens as shown in appendix A would also resolve the through traffic associated problems in the area. An entry treatment will be introduced at the junction of Wembley Hill Road and Clarendon Gardens.

Zone 3 – The measures developed to resolve the issues in this area are entry treatments and a one way working system in Manor Drive operating from East Lane towards Wembley Hill Road as shown in appendix A.

This proposal for a one way system will be considered as an experimental option and included in the consultation. The one way will operate from East Lane up to the access at the Gables, where a kerb extension to narrow the carriageway will be introduced. This will emphasise the one way working for both motorists and pedestrians.

Officers Recommendations Regarding Experimental Proposals.

Officers are recommending that the proposals for the gated closure of Clarendon Gardens and the one way working system in Manor Drive should initially be implemented on an experimental basis and the proposals monitored. Officers should then bring a report back to this committee on the effectiveness of these measures after six months of the operation. If successful the measures could then be made permanent. The remainder of the proposals i.e. entry treatments, cushions and speed tables could be implemented on a permanent basis.

8.0 Details of Documents

Traffic Management Project File TP 388

Any person wishing to inspect the above papers should contact Harvi Mudhar, Traffic Team Leader, Transportation Services Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ
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