

	<h2>Finchley & Golders Green Area Committee Meeting</h2> <h3>15 January 2015</h3>
<p style="text-align: right;">Title</p>	<p>The Vale Width Restriction Extension - Update Report</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director Environment</p>
<p style="text-align: right;">Wards</p>	<p>Childs Hill Ward and Golders Green Ward</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: <i>Conceptual Drawing No. GC/2095/101</i></p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Themba.Nleya, Senior Engineer – Traffic & Development, Themba.Nleya@Barnet.gov.uk 020 8359 4198</p>

<h2>Summary</h2>
<p>The report submits the findings of a feasibility study undertaken to consider pedestrian safety and crossing facilities for the benefit of the wider community. It puts forward two possible zebra crossings and locations for consideration in terms of addressing pedestrian and traffic safety concerns within the context of the intervention criteria set by ‘Priorities of the Traffic Management Budget’ Cabinet Report of July 2002.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the committee notes the recommendations for additional width restriction measures at eight assessed locations as is shown on drawing <i>GC/2095/101</i> in Appendix A, and also as described in appendix B. 2. That the Committee instructs the Chief Executive, or any other officer that he so delegates, to progress the measures to detailed design and implementation stages subject to agreement by the Environment Committee for inclusion in the 2015/16 programme and subject to availability of resources, ensuring consultation and negotiation with stakeholders includes, but not limited to, Emergency Services, Metropolitan Police, Transport for London (London Buses) and all affected stakeholders including utility companies and statutory bodies.

3. That subject to (2) above, all material objections are dealt with by the Chief Executive or any other officer that he so delegates in joint liaison with the Chair of the Area Committee and the ward members.

1. WHY THIS REPORT IS NEEDED

1.1 This report is needed following the Finchley & Golders Green Area Environment Sub-Committee decision on 25 June 2013 who resolved;

'That, subject to resources being available, the Director for Place [now the Strategic Director for Growth and Environment] be instructed to introduce a Traffic Management Order for a weight restriction on The Vale and carry out an area wide impact assessment of The Vale and Somerton Road whose remit is to assess the impact on a wider network; and report back to a future meeting of the Sub-committee.'

1.2 This report is therefore required to report back on the area-wide impact assessment findings and makes appropriate recommendations for further treatment to deal with the resultant displacement which the Committee are asked to consider.

1.3 The recommended measures are being referred to as 'The Vale Width Restriction Extension'.

2. REASONS FOR RECOMMENDATIONS

2.1 The particular approach to extend the width restriction measures to other roads is informed by;

- i) site observations and HGV data on affected roads in the aftermath of the recently-installed facility, and
- ii) Ward member and residents' concerns.

2.2 As one of the proposed locations for a width restriction lies on a road used by local buses, London Buses' approval is necessary and the proposed restriction will be custom-made to ensure buses continue to use the route without interference.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 None.

4. POST DECISION IMPLEMENTATION

4.1 Should this report's recommendations be approved, the proposals to be known as 'The Vale Width Restriction Extension' should therefore enter the

detailed design stage this financial year with a view to implement during 2015/16 financial year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 This report puts forward recommendations that further Barnet's Corporate Plan to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough.

5.1.2 Further, by seeking to restrict HGV traffic through suburban residential roads and alleviate safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

5.1.3 The measures also help create an enabling environment that contributes to a healthier lifestyle and an amenable environment that will result in less pollution and dust nuisance that have long been an on-going concern with regards to The Vale.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.2 **Finance** Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from current year's LIP Width Restriction Review and other applicable funding secured for the purpose of improving the Borough's road network. Any financial implications will be contained within the Environment and Growth budgets.

5.2.3 **Indicative costs** for the progression of the eight locations shown on Table 1 below are approximate at projected 2015 prices;

Table 1: 8 x Width Restriction Locations - Works Element Package	Funding Pot	Estimated costs (2015 prices)
1. Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	2014/15 LIP (Width Restriction Review)	£21 000
2. Build Cost (incorporating 7no ordinary width restrictions & 1no tailor-made short section of 'bus lane' enforced by cameras on Pennine Drive)	2015/16 LIP	£135 500
3. CCTV / RFID (optional and subject to TfL preferences) (Estimate figure for one enforcement camera or Radio-frequency detection for buses)		£30 000
Sub-TOTAL		£186 500
Contingency @ 10%		£18 650
Implementation & post-implementation fee @ 10%		£18 650
GRAND TOTAL		£223 800

5.2.4 There could be a financial risk associated with understating the build-ability cost owing to assumptions on the extent of affected utility apparatus and the bus lane requirements and camera enforcement for the Pennine Drive. Liaison with TfL and utility companies is on-going. The bus lane camera maintenance costs and income will both be attributable to the Special Parking Account (SPA) once implemented.

5.2.5 Future maintenance of any newly-introduced electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost full borne by London Borough of Barnet.

5.2.6 The works will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas and in accordance with Council policy and within budget.

5.3.2 There are no legal references in the context of this report. The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.3.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic

Regulation Act 1984.

5.4 Risk Management

5.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.5 Equalities and Diversity

5.5.1 Proposal is not expected to disproportionately disadvantage or benefit individual members of the community. In fact, the recommendations specifically seek to reach out to vulnerable users such as the disabled by retaining all bus routes and associated facilities along Pennine Drive.

5.6 Consultation and Engagement

5.6.1 As per recommendations **2 and 3** of this report stated above.

6 BACKGROUND PAPERS

6.1 Introduction and Background

6.1.1 HGV speeding, dust and noise nuisance as well as safety concerns have been raised by both residents and ward members regarding the generality of the surrounding network following the recent implementation of a width restriction on The Vale NW11.

6.1.2 The displacement concerns have been previously reported to the June 2013 Sub-Committee as it was foreseeable that Pennine Drive, Somerton Road and other roads would experience pressure caused by HGV drivers who try to bypass The Vale NW11 and other key alternative routes / junctions.

6.1.3 As soon as the new width restriction was installed on the Vale NW11 in October 2014, pursuant to previous committee decision, an area-wide monitoring was undertaken on the 6, 7, 21, 24 & 25 November 2014 from 8am to 6pm on each day targeting key locations including on Pennine drive, Mendip Drive and Somerton Road.

6.1.4 From the site assessments and data gathered, the site description for each location is in Appendix B while number of HGVs is summarised on Table 2 below;

Table 2: HGV Counts (No)	Pennine Drive	Mendip Drive	Somerton Road
06.11.14	70	2	40
07.11.14	87	2	30
21.11.14	102	9	32
24.11.14	106	9	31
25.11.14	135	11	40

- 6.1.5 The majority of residents along The Vale NW11 are in favour of the recently installed restriction and want it retained but that additional and/or complementary measures be considered namely;
- i) more advance signs are installed including on the A41 TfL network,
 - ii) that adequate and suitable turning facilities be provided for The Vale NW11 for those drivers that fail to see the existing signs and therefore happen to find themselves having to turn back, and
 - iii) that there be adequate security and maintenance of the lockable / removable posts by Street-based Services teams during waste collection duties.
- 6.1.6 Anecdotal evidence has shown that residents from adjoining roads, including St Agnes School on Thorverton Road, now want similar including speed reduction measures considered for their roads.
- 6.1.7 The existing width restriction posts currently in place are also not favoured by Street-based services as they are apparently too heavy and do not meet the Health & Safety lifting regulations. The restrictions are also said to interfere with smooth waste collection and winter maintenance activities.
- 6.1.8 A local Refuse and Waste Collection company in the locality that has been affected by the recently installed restriction is likely to object strongly to further proposals as they have already cited detriment to their business. They have concerns that currently there is a prohibited 'right-turn' movement on A41 Hendon way from A407 Cricklewood Lane and this reduces their options when intending to serve their customers to the south of the area. The measures would now force them to only use the A5 Broadway for that purpose. Further, LBB will also have to revisit the left-turning movements from Claremont Road onto A407 Cricklewood Lane with a view to affect junction improvements in the future thereby incurring more related costs.
- 6.1.9 It is expected by Road Network Maintenance Team at Barnet that there will be an increase of an additional £10 000 per annum to the winter maintenance bill brought about by the width restriction on The Vale NW11 alone. A more or less comparable figure should therefore be expected for Pennine Drive should the restriction be put in place. Further, it is imperative that Pennine Drive currently hosting local buses 102 & 226, benefits from a special tailor-made width restriction facility incorporating a short 'bus lane' to be enforced by cameras so as to unhindered access for bus services.
- 6.1.10 Therefore the recommended measures at the eight suggested locations as is shown on the attached **Conceptual Drawing No. GC/2095/101** are likely to cause more negative impact to Council's ability to provide an efficient service to residents in the area.
- 6.1.11 Regarding the proposed measures at the eight locations, most physical width restrictions in Barnet are 6' 6" or 7' 0" and it is feasible for a 7' 0" width restriction to be able to prevent the use of the carriageway by many vehicles that would ordinarily be caught in the ambit of a 7.5 tonne limit.

- 6.1.12 It is anticipated that such a width restriction would be effective in excluding or targeting skip lorries but this will then affect refuse collection vehicles, emergency services and deliveries to properties within this catchment area, however, the width restriction has a lockable gate they have access to the key to unlock the gate.
- 6.1.13 The proposed restrictions, while attempting to solve the GHV/skip lorries menace in the area, will inadvertently penalise residents and affect local deliveries as such deliveries will only be done from the A41 rendering the area to become virtually inaccessible to any delivery vehicles wider than 7' 0" from Claremont Drive and/or A407 Cricklewood Lane. This will also affect school buses for any schools within the affected catchment.
- 6.1.14 A lot of resistance from residents and parents may therefore be expected. For that reason the proposed location on Greenfield Gardens currently poses the highest risk to being objected to and the detailed design development as HGVs or delivery vehicles to that destination will be deprived of a turning opportunity.
- 6.1.15 Of note is the fact that there already in place a borough-wide 7.5t lorry ban 'except for access' with A41 Hendon Way and A407 Cricklewood Lane featuring on the exempted list. Accordingly, related signs indicating this prohibition 'except for access' already obtain on the A407 Cricklewood Lane junctions. However evidence has shown that without visible enforcement, they are being disobeyed and are therefore ineffective hence the recommendation for a physical feature such as a width restriction at these locations. In future the width restrictions may not be necessary once Barnet are able to enforce the moving-traffic contraventions in-house as this might provide a viable alternative.
- 6.1.15 Meanwhile discussions are on-going with;
- i) TfL departments to ensure additional signs relating to the existing width restriction and also the proposed are installed on the A41 Hendon Way junctions.
 - ii) London Buses to agree an appropriate method and form of control for Pennine Drive that will ensure buses continue to use the current route. A short section 'bus lane' enforced by cameras is a possibility.
- 6.1.16 Ward Councillors have been consulted and are in favour of the proposals.
- 6.1.17 The Area Committee are therefore being asked to consider the above information and note what is achievable for the area.