
Meeting	Hendon Area Environment Sub-Committee
Date	25 June 2013
Subject	PARTINGDALE LANE, NW7 – 20mph Speed Limit
Report of Summary	Director for Place The report outlines findings of the speeding investigations and makes recommendations regarding speed limit changes to enhance previous safety improvements.

Officer Contributors	Themba Nleya, Senior Engineer (Traffic & Development)
Status (public or exempt)	Public
Wards Affected	Mill Hill Ward
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	Appendix A - Drawing No. 60693 Conceptual
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1. RECOMMENDATIONS

- 1.1 That the Hendon Area Environment Sub-Committee note the outcome of the investigation into the feasibility of regularising the speed limit on Partingdale Lane as presented in this report.**
- 1.2 That the Hendon Area Environment Sub-Committee approves the preferred approach as identified within the report.**
- 1.3 Subject to the above, the Hendon Area Environment Sub-Committee instructs the Director for Place to implement Option 1 in liaison with Ward Members and agreement with the Cabinet Member for Environment and to proceed to a public consultation with a view to implementing the 20mph speed limit on the rest of Partingdale Lane subject to availability of resources.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Hendon Area Environment Sub-Committee meeting on 13 March 2013 considered an item referred from the Residents Area Forum which took place prior to this meeting. The issue was raised by a resident who was *'very concerned of the speed of traffic within Partingdale Lane'* and the Sub-Committee resolved to *'instruct the Director for Place to investigate the issue and produce a report to the next meeting on 25 June 2013 for the Sub Committee's consideration.'*

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.
- 3.2 The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users.

4. RISK MANAGEMENT ISSUES

- 4.1 I do not consider the issues involved are likely to give rise to policy considerations as the proposed measures would provide pedestrian access points without having a major impact on traffic flow.
- 4.2 There would be some minor disruption whilst the work is being completed but this would be minimised through traffic management in discussion with contractor undertaking the work.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of a 20mph speed limit on that section of Partingdale Lane that is affected would facilitate a safer movement of traffic and particularly benefiting pedestrians and horse-riders.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 **Finance** The scheme is funded across from the current financial year's LIP Traffic Management and Accident Reduction allocation. The total estimated cost for the scheme is £8 000 for **option 1** and £0 for the 'do nothing' **option 2**. Option 1 implementation if desired, is expected to be possible during the last quarter of the 13/14 financial year.
- 6.2 **Procurement** The highway works would be procured through the borough's highway term contracts.
- 6.3 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.
- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

- 8.1 Constitution Responsibility for Functions Part 3 – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

9.0 BACKGROUND

- 9.1 Further to Council receiving repeated requests from a particular focus group and implementing some minor changes during 2011, on 13 March 2013 the matter of changes the speed limit was discussed at the Residents Forum with officers presenting an update to inform the debate. The item was then admitted to the Hendon Area Environment Sub-committee on the same day whose decision was to '*instruct the Director for Place to investigate the issue and produce a report to the next meeting...on 25 June 2013 for Members...to consider options for the location*'.
- 9.2 Table 1 provides a summary of the Site description and road layout.

Table 1 Summary of Site description and Road Layout

Partingdale Lane – SPEED LIMIT INVESTIGATION AND OPTIONS STUDY	
Site Description	Partingdale Lane lies on the borough periphery and links Lullington Garth/Frith Lane to The Ridgeway. It is 0.9km in length with approximately half of the road subject to the default national 30mph speed limit while the other half became the subject of a Traffic Regulation Order that introduced a 20mph limit that remains in force. The 20mph section benefits from horizontal deflection features implemented at the time during 2007 and the appropriate repeater signs were enhanced during 2011 when the location was last reviewed.
Pedestrian Activity, Traffic and Speeds	<p>Being on the outer edges of London, pedestrian activity has been assessed as low although horse riding in the locality is popular. It is noted that the nearby development of the former Inglis Barracks may lead to a significant change in terms of pedestrian usage in the near future.</p> <p>The last formal speed surveys were carried out during 6 to 13 June 2011 as described above and the results did not highlight concerns.</p> <p>The weekday 24hr average flows are around 1250 vehicles per day.</p>
Personal Injury Accidents (PIAs)	There are no recorded PIAs in the latest available 36 month period from 01.10.2010 to 31.12.2012 at the target location.
Visibility	Forward visibility at the target location that is currently subject to 30mph has been assessed as adequate and the localised section that may have concerns as it lies on a double bend coincidentally has a 6'6" width restriction which, although meant for a different reason, has been noted to also act as form of speed deterrent.

Site Assessment Outcomes and Discussion Points

- 9.3 Generally, the provision of traffic management measures ought to be targeted at those locations where a need is established and evidenced by recorded PIAs. The approach, albeit reactive as opposed to pre-emptive, is the fairest

way to allocate resources in an austere climate and ensures resources are not insensibly utilised on schemes based on speculative outcomes.

- 9.4 Since there is an existing width restriction on the affected section, so long as it remains in place then officers do not therefore consider the affected stretch of Partingdale Lane to require any additional self-enforcing measures that would otherwise be required to go with the recommendation for a 20mph speed limit.
- 9.5 Further, a reduction of the speed limit to 20mph would, if implemented, naturally benefit from the 'self-enforcing' effect of the existing width restriction. This would mean that this option need not necessarily come with a recommendation for physical measures to self-enforce and costs are therefore curtailed or limited to terminal sign installations and the requisite Traffic Regulation Order. The implementation of a 20mph speed limit on Partingdale Lane in its entirety without the need for accompanying and additional physical self-enforcing measures is detailed on drawing 60693 Conceptual.
- 9.6 On the other hand, the absence of recorded PIAs and the favourable speed survey results would ordinarily call for the inclusion of a 'do nothing' option to be considered among the alternatives. However, to support the request for a 20mph speed limit, officers have received from residents numerous undated pictures which would, in the opinion of officers, suggest incidents of a more 'serious' category but there is no explanation that officers can proffer for this abnormality. However, although the incidents could not be confirmed, a 'do nothing' option may not be considered under the circumstances.
- 9.7 Although its justification is rather thin when viewed in the wider context of what the Traffic Management Budget guidelines seek to achieve, implementing the 20mph limit has the advantage of introducing a rather more amenable outcome to what is essentially a short stretch of an idyllic road that need not be burdened with the complications of multiple speed limits as is the case. Such regularisation or standardisation may eliminate any confusion that is being alleged by the traffic calming measures and the resultant de-clutter confers a financial benefit the Council in terms of maintenance savings and also helps preserve the amenity of the location. Officers therefore believe the implementation of a 20mph limit is viable.
- 9.8 Although at face value, 'do nothing' does not require any financial input or action on the part of the Council, associated maintenance costs related with multiple speed limits on this one road will continue to be an ongoing expense while the proliferation of the signs continue to diminish the amenity of the area leading to dissatisfaction on the part of the Barnet residents who actually 'live' with the status quo. Officers are not therefore recommending 'do nothing' as an option

Conceptual Design

- 9.9 The detail of the recommended 20mph limit is as shown on the attached drawing number *60693 Conceptual* and highlights the need to relocate the existing illuminated speed limit terminal signs to the junction with Frith Lane.
- 9.10 The 20mph limit recommendation is being made against the backdrop provision the sub-committee specifically directs that the width restriction is retained and that any imminent or future reviews of width restrictions in the borough be made with this particular 20mph proposal in mind.

- 9.11 That any materials that officers use during implementation should Option 1 be endorsed are sympathetic and befitting to the status of a conservation area.
- 9.12 The design so far does not present any apparent safety concerns and it is not believed that there would be major concerns highlighted should it be taken forward to formal consultation although officers have reason to expect an objection of some kind from the Metropolitan Police if no additional self enforcing features are included in the recommendation.

Design and Technical Challenges

- 9.13 Due to the existing street furniture, more and accurate investigatory work would need to be undertaken to;
- i) ascertain buried services, and
 - ii) trial-holing at the target locations for the illuminated sign posts to be introduced at the Frith Lane junction
- 9.14 The estimated costs for the various works elements associated with the two options are as highlighted below.

Table 2		Estimated Costs
20mph scheme	limit	£8,000 (includes officer time, Trial holes, Utility searches, making and advertising of the statutory Traffic Regulation Orders, detailed design and public consultation)
'Do nothing'		£0
Totals		£8,000

- 9.15 As per the existing Council criteria and as described in this report, officers would not normally be putting forward any recommendations for related measures on Partingdale Lane. However, in this instance and for the reasons highlighted above a recommendation for Option 1 to mirror the desires of the residents is being put forward mindful that the decision to proceed or not will lie with the Committee.

10 List of background papers:

- 10.1 None