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| Meeting | Finchley & Golders Green Area Environment Sub-Committee |
| Date | 25 June 2013 |
| Subject | The Vale NW11 – Lorry Ban Review |
| Report of | Director for Place |
| Summary | The report is an update on progress-to-date outlining findings of the initial investigations regarding traffic safety and a possible weight restriction feasibility study on The Vale NW11. |

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| Officer Contributors | Themba Nleya |
| Status (public or exempt) | Public |
| Wards Affected | Childs Hill |
| Key Decision | No |
| Reason for urgency / exemption from call-in | Not applicable |
| Function of | Executive |
| Enclosures | Drawing numbers <i>60702 Conceptual</i> |
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1. RECOMMENDATIONS

1.1 That the Sub-Committee;

- i) Notes the investigations carried out so far and what is achievable for the Vale**
- ii) Decides, given the as yet un-quantified but inevitable shift of the problem into the surrounding network, if they want an area wide impact assessment as merely taking action on The Vale will only shift the problem elsewhere.**

1.2 That subject to 1.1 above and resources being available, instruct the Director for Place as appropriate to undertake a wider study whose remit is to assess the impact on a wider network and report back to a future meeting of the Sub-Committee.

2. RELEVANT PREVIOUS DECISIONS

2.1 The Finchley & Golders Green Area Environment Sub-Committee meeting on 26 June 2012 heard a verbal update from the Transport and Regeneration Manager how the issue of *weight restriction* continues to be investigated and that an update will be reported to the next appropriate meeting of the Sub-Committee.

2.2 The Finchley & Golders Green Area Environment Sub-Committee meeting on 16 October 2012 heard a verbal update from the Highways Manager to the effect '*There is no justification for speed reduction measures based on analysis of traffic speed and PIAs to date but the issue of introducing an heavy goods vehicle (HGV) restriction continues to be investigated.*'

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 It is not considered that the issues involved are likely to give rise to policy considerations as the proposed measures would provide a pleasant environment for residents 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 lorry ban or width restriction and the introduction of traffic management measures would accord residents with a more pleasant lifestyle and enhance amenity in the locality as well as facilitating a safer movement of pedestrians across a relatively busy road and particularly benefiting users with mobility impairments and pedestrians with prams and pushchairs.

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

- 6.1 **Finance** The scheme is funded across financial years 2013/14 and 2014/15 from the LIP's Traffic Management and Road Safety allocation. The total estimated cost for the considered area-wide lorry ban is expected to be in the region of £15-20,000 at current prices although the submitted conceptual design requires further development.

- 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 There is a duty on local traffic authorities under the Traffic Management Act 2004 to manage their road network 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 The Council's Constitution, Responsibility for Functions – 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. BACKGROUND – THE VALE NW11 (LOWER END)

- 9.1 Following previous assessments, it was reported to the Sub-committee on 26 June 2012 and also on 16 October 2012 on the lack of justification for speed reduction measures based on analysis of traffic speed and PIAs but that the issue of introducing a heavy goods vehicle (HGV) restriction would continue to be investigated.

- 9.2 Meanwhile local residents have continued expressing concerns about the speeds of heavy goods vehicles using The Vale, NW11 to gain access to an industrial estate in Claremont Road and how this road is not suitable for that category of vehicles. Dust and noise are some of other nuisances cited as driven by HGVs on The Vale, NW11.
- 9.3 That lower section of The Vale, NW11 lies between and as it benefits from a direct access linking the A41 Hendon Way trunk network to the industrial estate on Claremont Road, it is therefore a practical service route to HGVs. Like most typical locations within the TfL road network within greater London, The A41/The Vale junction would be expected to be operating at or near saturation point during peak periods.
- 9.4 It is 0.7 km long with approximately half of it a dual carriageway section. Parking demand especially towards the Claremont Road end is very high.
- 9.5 If that strategic link for heavy goods vehicles were to be severed, the affected traffic would be displaced to the nearest available A41 access points namely the A41 junction with A407 Cricklewood Lane or the A41 junction with Pennine Drive provided such spare capacity exists.
- 9.6 Consequently, there is a danger that during such periods, roads from the surrounding network such as Somerton Road, Dersingham Road etc will experience pressure caused by HGV drivers who try to bypass the above cited alternative routes / junctions.
- 9.7 The concerns are not isolated or confined to The Vale, NW11 only in this locality as similar concerns/complaints show that Pennine Drive appears to be affected one way or the other.

Speeds

- 9.8 Previously 7-day speed surveys on a 24hour round-the-clock basis have been carried out but the 85th percentile figures have not highlighted concerns. Informal arrangements have been in place with a local skip company to mind their drivers to drive considerately and also undertake periodic sweeping and treat the dust nuisance that is apparent on The Vale, NW11.
- 9.10 In a bid to understand the specific interaction of the skip lorries when driving to/from the premises to the A41, officers undertook a specific survey on 12 June 2012.
- 9.11 The informal one day classified traffic count on 12 June 2012 during targeted AM and PM peak hours revealed a low percentage of HGV exclusively comprised of skip lorries from a local firm operating from Claremont Road as is shown in Table 1 below.

Table 1: Survey Results Summarised – Traffic Counts & Speeds

| The Vale, NW11 - 12 June 2012 | | % HGVs |
|--------------------------------------|----------------|----------------------|
| • Eastbound flows 6am to 10am | • 412 vehicles | • 2.7% (3 veh/hr) |
| • Eastbound flows 3pm to 6pm | • 543 vehicles | • 2.4% (4 veh/hr) |
| • Westbound flows 6am to 10am | • 391 vehicles | • 3.3% (3 veh/hr) |
| • Westbound flows 3pm to 6pm | • 371 vehicles | • 3.5% (4 veh/hr) |

9.12 During the same period, a low key speed survey using manned equipment and therefore enabling specific vehicles to be targeted was also undertaken. The objective of carrying out such a survey was informed by previous standard surveys that anonymise the data and could not, in this specific instance, to be relied upon to test residents concerns. In the event, speeding concerns by skip lorries were found to be without basis although officers were able to conclude a link between the skip lorries and the reported dust and noise nuisance.

9.13 Prior to the manned-equipped survey, the corresponding recorded 85thile speeds had been assessed as compliant and would not normally be considered an invitation for targeted enforcement according to the Association of Chief Police Officer (ACPO) guidelines.

9.14 Low and compliant speeds were again confirmed during the June 2012 survey and it is thought the trend is a reflection of either the high levels of congestion or high parking demand on The Vale, NW11 particularly helped by the restrictive road width within the dualised section that is thought to provide a natural 'throttling effect'.

9.15 Under the existing TMB approach, officers continue to believe that there is no cause for this section of road to be considered as a possible candidate for recommending speed reduction measures. Therefore no associated proposals are being put forward.

Heavy Goods Vehicles Usage, Weight Restriction & Loss of Amenity

9.16 The percentage of HGVs on The Vale during peak periods varies between 2.4% and 3.5% but when light goods vehicles (LGV) are discounted, the HGV

component was observed to exclusively comprise of that population of skip lorries using The Vale, NW11.

- 9.17 With the presence of HGVs on this road, and also the nature of payload that the skip lorries carry, a dust and therefore an environmentally hazardous environment was observed and would require addressing. This effectively means any measures to restrict HGVs on this section of road that may be put forward would in practice be targeted at a particular business and if engagement with the company were possible then the same objective could be achieved at minimal or no cost.
- 9.18 It is conceivable that any weight restriction that is introduced on The Vale, NW11 would cause displacement to less suitable roads such as Somerton and Dersingham Roads, and that even if similar controls were applied to these other roads, the preferred diversion route via A407 Cricklewood Lane will be long, and unattractive due to traffic delays currently experienced so as to force skip lorries to contravene the such regulations. In turn this would then require enforcement of the moving traffic contravention and in Barnet such enforcement can only be undertaken by and will therefore be a matter for the Police who would then be expected to take a view as to the importance or appropriateness of such a proposal when compared to other competing demands.
- 9.19 Ideally any measures considered would be effective if accompanied by a complementary capacity improvement at the A41 junctions but this would be a matter for TfL and may not be seen as justifiable.
- 9.20 Although it is advisable that traffic in the area makes use of the main road network rather than unsuitable local roads, the above evidence points to a need to prioritise capacity improvements at the A41 junctions prior to any restrictions being placed on the side-roads.
- 9.21 The location is already subject to a wider 7.5 tonne lorry ban with an 'except for access' exemption affecting the whole borough except to roads that are part of the trunk network such as the A41. An Traffic Regulation Order (TRO) to revoke this 7.5 tonne lorry ban Order in the south-eastern corner of the borough area bounded by A5/Cricklewood Lane, A 41 and A406 will need to be made, so a new TRO that is tailor-made to achieve desired outcome on The Vale, NW11 could be crafted and enforced.
- 9.22 Alternatively, a dispensation could be sought from the department for Transport (DfT) to introduce a 5 tonne restriction on The Vale, NW11 with exemption. However, as it is likely to be violated, this will eventually leave the Council in an unenviable position of having to refer to Police for enforcement and as discussed elsewhere in this report, it will therefore be crucial for the Police to lend their support to the proposal during the consultation stage.
- 9.23 Lorry weight restrictions are notoriously difficult to enforce and are therefore impractical in certain situations.
- 9.24 There are limited grounds under which weight, and for that matter, width restrictions may be considered; either due to a narrow width or for environmental reasons. If the dust nuisance on The Vale, NW11 is deemed sufficient to constitute valid grounds for a restriction to be put in place, then it

would be advisable for practical reasons that a width restriction is considered instead. If the width is carefully chosen, this can be effective in targeting offending vehicles.

Personal Injury Accidents

- 9.25 The corresponding and related personal injury accidents (PIAs) recorded for this location in the last 3 years from 1 January 2010 to 31 December 2012, this being the standard assessment period and latest data available, have been checked. The one incident recorded appears to be related to inclement weather when a vehicle travelled over a patch of ice, lost control and hit a wall.

Recommended Proposal to Defer The Introduction Of a Width Restriction and Widen the Area of Study

- 9.26 Any form of restriction or ban that may be considered for The Vale, has to take into account the very real possibility that the problem will be displaced to other less suitable roads. Therefore the full impact of such a measure needs to be quantified and is beyond the scope of the current investigation. Ideally, major works and additional space would be required prior to physically prevent traffic using the section of The Vale, NW11 that is currently affected.
- 9.27 Most physical width restrictions in Barnet are of 6' 6" or 7' 0" and it is feasible for a 6' 6" 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 as desired by the proponents.
- 9.28 It is anticipated that such a 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. For example if the width restriction were to be positioned at a location as is shown on drawing **60702 Conceptual**, the local network that is likely to be negatively affected is highlighted.
- 9.29 Either of the discussed options will displace the problem to other less suitable roads in the absence of an area-wide treatment which will therefore mean significant costs associated with signage will be incurred as the signs require illumination. Inevitably, this increase Barnet's carbon footprint, power bill, associated maintenance costs and the benefits may not necessarily outweigh the cost. It is likely that for destinations in the north of the target area, skip drivers may be forced to disregard the ban.
- 9.30 A fully enforceable area-wide treatment as suggested above to achieve the desired outcome complete with illuminated signage, taking into account consultation, Order-making process and/or departure from standard costs, will cost in the region of £15-20,000 at current prices.

10 LIST OF BACKGROUND PAPERS

- 10.1 None.

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| Cleared by Finance (Officer's initials) | A.D |
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