

	<p>Hendon Area Committee</p> <p>21 October 2015</p>
<p style="text-align: right;">Title</p>	<p>Outcome of the Traffic and Parking Review on Broadfields Avenue, south of the A41 Edgware Way</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Edgware</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Drawing Nos Broadfields Avenue - 01 Appendix B - Broadfields Avenue 02.</p>
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<p>Summary</p>
<p>This report informs the Area Committee of the outcome of the Traffic and Parking review on Broadfields Avenue, south of the A41 Edgware Way and the recommendation to implement residents parking in the Section of Broadfields Avenue from A41 to No. 26 Broadfields Avenue.</p>

<p>Recommendations</p>
<ol style="list-style-type: none"> 1. That the Hendon Area Committee notes the intention to address traffic management concerns on Broadfields Avenue. 2. That the Hendon Area Committee recommend that either Option 1 'Residents Parking only 10.00am – 11.00 am' or Option 2 'Waiting Restrictions' on Broadfields Avenue as outlined in Drawing nos. Drawing Nos Broadfields Avenue - 01 and Broadfields Avenue 02.

3. That the Hendon Area Committee agree to reduce the length of residents parking bay at the south-eastern end of Broadfields Avenue from 19.2 m to 11.6m, restricting its capacity from three to two vehicles but increasing sight lines to pedestrians crossing here.

4. That the Hendon Area Committee agree to authorise delegation to the Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation and following liaison with local ward members.

1. WHY THIS REPORT IS NEEDED

1.1 Concerns have been raised by local residents and Councillors regarding parking and congestion issues in Broadfields Avenue, Edgware, south of the A41 Edgware Way. Residents are having difficulty entering and leaving their driveways due to parked vehicles, particularly 4x4s, obstructing their sightlines and parking partly across their driveways. There are concerns that HGVs are entering the street early in the morning before the permitted times, and also, concerns with regards to general congestion of traffic during peak times. In addition, concerns were raised regarding vehicles obstructing the HaleLane/Broadfields Avenue/Heather Walk roundabout especially at the start and end of the school day.

1.2 Parking Restrictions

1.2.1 Broadfields Avenue, is a suburban street that links the A41 Edgware Way to Hale Lane and is comprised of detached houses with private driveways and forecourts, which are used for residents parking. The parking restrictions are currently divided into two areas. The northern section which is unrestricted and the southern section from the Hale Lane / Broadfields Avenue, roundabout proceeding northwards for approximately 150m, where the restrictions are a mix of Residents Parking Only (Mon-Fri 10am – 11am) and yellow lines (Mon-Sat, 8am – 6.30pm).

1.2.2 Vehicles currently park on the unrestricted section between the driveways, also, when vehicles park directly opposite each other the carriageway width of 8.7m is reduced making it difficult for cars to pass each other, causing congestion especially when light goods or heavy goods vehicles need to pass. This results in a reduced road capacity and congestion, primarily in the evening.

1.2.3 Changing the existing parking situation by introducing residential parking Monday to Friday 10.00 am to 11.00 am, in line with other restrictions in the southern section, would have the effect of deterring long term non-residential parking, increasing road width and providing more passing points. This measure would also increase visibility for residents trying to access the carriageway from their driveways.

1.2.4 Short term parking restrictions were considered an option but this would have the adverse effect of denying residents the option to park outside their

properties for any great length of time. Residents parking from Monday to Friday 10.00 am to 11.00 am would allow residents, albeit only a small number at present, a parking space and also allow for visitors to stay outside of these times.

- 1.2.5 There are two Options – The first Option is for Resident's Parking Controls Monday to Friday, 10am – 11am and the second Option is for Waiting Restrictions on one alternating sides of the carriageway. The two proposed options are shown on Drawing Nos. BROADFIELDS AVENUE – 01 and BROADFIELDS AVENUE – 02.
- 1.2.6 The estimated construction cost implementing the 'Residents Parking Controls Option 1 is £10,000 and the Waiting Restriction Option 2 is £5,000.
- 1.2.7 It is noted that implementing restrictions in this section of Broadfields Avenue is likely to have a knock on effect on the nearby streets of Hazel Gardens, The Grove and Hillcrest Avenue. However, it was observed that these streets currently had spare parking capacity and were significantly quieter than Broadfields Avenue. In these roads when two oncoming vehicles meet there is sufficient opportunity to pass therefore less congestion.
- 1.2.8 It is recommended that subject to the implementation of residents parking in Broadfields Avenue future monitoring of the actual parking demand, particularly on Hazel Gardens, The Grove and Hillcrest Avenue should be monitored to assess the knock-on effect of the displaced vehicles restrictions here.
- 1.2.9 During the review of parking it was noted that in the existing controlled section of Broadfields Avenue that vehicles parking in the existing bay on the south-eastern side of the road and vehicles illegally parking outside this bay is hindering visibility between drivers and pedestrians attempting to cross here.
- 1.2.10 It is recommended that the length of this residents parking bay is reduced from 19.2 m to 11.6m, restricting its capacity from three to two vehicles but increasing sight lines to pedestrians crossing here.
- 1.2.11 The estimated implementation cost amended the parking bay is £2,500.

1.3 HGV's on Broadfields Avenue

- 1.3.1 Concern was expressed regarding HGV vehicles entering Broadfields Avenue outside of the existing restriction, which only applies to vehicles travelling from the A41 Edgware southbound into Broadfields Avenue and are as follows:
- No access to 18 tonne vehicles: Mon-Fri 9pm to 7am, Saturday 1pm-7am, Sunday at anytime.
 - No access to 7.5 except for loading.
- 1.3.2 A survey was undertaken and in summary there was only one HGV travelling southbound during the restricted period and five travelling northbound which

is unrestricted for HGVs. Accordingly there does not appear to be an abuse of the prohibition of any significance.

1.4 Congestion at Broadfields Avenue / A41 Edgware Way

1.4.1 On site observations showed that queues formed back from the Broadfields Avenue/A41 Edgware traffic signalised junction to the south from around 16.30 and remained until about 18.30 extending at times as far as The Drive. Queues and congestion along Broadfields Avenue were observed to be partly due to vehicles being unable to pass each other on Broadfields Avenue and also due to vehicles being unable to exit right at the A41 Edgware Road traffic signals.

1.4.2 It was observed that vehicles attempting to turn right out of Broadfields Avenue, experienced difficulty as their exit was blocked by vehicles undertaking the same movement from the opposite direction occupying the access to the eastbound carriageway. During peak times the problem was exacerbated as the heavy westbound flows on the A41 prohibited vehicles from entering the flow of traffic from the north and blocking the exit for traffic wanting to turn right from the south. Conversely vehicles attempting to make the opposite movement also experienced difficulty in exiting as their egress was also observed to be blocked with vehicles waiting.

1.4.3 It is recommended that further investigations and a separate modelling exercise for traffic signals should be considered to assess the existing capacity and determine if an alternative staging sequence can be implemented to eliminate side road right turning problems currently observed. Alternatively, provide yellow box markings at this junction to discourage vehicles from waiting here and exit blocking.

1.4.4 However, it is noted that this junction is the responsibility of Transport for London (TfL) and they would be required to carry out the above assessment.

1.4.4 TfL have been advised of the outcome of 'The Broadfields Avenue, Edgware Traffic and Parking Assessment 2015' and the above recommendations.

1.5 Summary and Recommendations

1.5.1 Following the review of Traffic and Parking in Broadfields Avenue it is considered that following actions should be undertaken.

- (a) Consider introducing progressing a proposal to introduce either Option 1 'Residents Parking only 10.00am – 11.00 am' or 'Waiting Restrictions' on Broadfields Avenue as outlined in Drawing nos. BROADFIELDS AVENUE – 01 and BROADFIELDS AVENUE – 02..
- (b) Progress a proposal to reduce the length of residents parking bay at the south-eastern end of Broadfields Avenue from 19.2 m to 11.6m, restricting its capacity from three to two vehicles but increasing sight lines to pedestrians crossing here.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation to progress the scheme is based on the outcome of the traffic and parking review.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options were considered as part of traffic and parking review but the recommended Option is considered to be the most beneficial for reducing the congestion on Broadfields Avenue and beneficial to the residents in this currently un-restricted section of the road .

4 POST DECISION IMPLEMENTATION

- 4.1 Post decision implementations will depend on the decision taken by the Committee.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

- 5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

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

- 5.2.1 Finances The total cost of both the parking control option and the parking bay will be £12,500 if option 1 is chosen or £7,500 if option 2 is chosen. 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 applicable Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network. Any financial implications will be contained within the Environment and Growth budgets.

- 5.2.2 Indicative costs for the highlighted options are approximate and shown in section 1.2.6 and 1.2.11, above at projected 2015 prices;

- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully contained within current Budgets.

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

5.2 Social Value

5.3.1 None in the context of this report.

5.3 Legal and Constitutional References

5.4.1 There are no legal references in the context of this report.

5.4.2 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 in accordance with Council policy and within budget.

5.4.3 There are no legal references in the context of this report. This is an area delegated to the committee in line with the provisions of section 15 of the London Borough of Barnet council constitution. Area Committees may take decisions within their terms of reference provided that it is not contrary to council policy, the work of the licensing committee or out of budget.

5.4.4 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.

5.4.5 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.

5.5 Risk Management

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

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups.

5.6.2 Proposed changes associated with the design options for the Broadfields Avenue are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 Statutory consultation and engagement with residents and Ward Councillors will be undertaken following the recommendation by the Committee and authorising Officers.

5.8 **Insight**

5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the Broadfields Avenue, Edgware Traffic and Parking Assessment, 2015

6 BACKGROUND PAPERS

6.1 The report - The Broadfields Avenue, Edgware Traffic and Parking Assessment 2015