

	<p><b>Finchley and Golders Green Area Committee</b></p> <p><b>27 April 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>The Hocrofts NW2 - 5 Tonne Restriction</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Childs Hill</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A – Survey Results Appendix B – Drawing No. BC/001030-01</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Commissioning Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

### Summary

This report details the outcome of a feasibility study undertaken for the introduction of a 5 tonne weight restriction in Farm Avenue NW2 following concerns raised by residents about HGV using roads within Hocroft Estate, NW2.

### Recommendations

1. That the Finchley and Golders Green Area Committee note the results of a survey undertaken detailing movements of goods vehicles in Farm Avenue.
2. That the Finchley and Golders Green Area Committee approves the recommendation for a 5 tonne weight restriction to be introduced on Farm Avenue between the junctions of Cricklewood Lane and Hocroft Avenue to deter access by HGV vehicles.

- 3. That if there is agreement to proceed with the introduction of the 5 tonne restriction, the Finchley and Golders Green Area Committee give instruction to the Commissioning Director for Environment to carry out a statutory consultation on the 5 tonne weight restriction.**
- 4. That subject to no objections being received to the statutory consultation referred to in recommendation 3, the committee instructs the Commissioning Director for Environment to introduce the restriction.**
- 5. That the Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Commissioning Director for Environment will consider and determine whether the agreed option should be implemented or not, and if so, with or without modification.**
- 6. That the Committee agree to allocate the funding from the CIL Area Committee budget for the 5 tonne weight restriction to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the restriction.**

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 A petition was submitted for consideration to the Finchley and Golders Green Area Committee on 26 October 2016 requesting the introduction and enforcement of a 5 tonne weight restriction on vehicles using roads within the Hocroft Estate, NW2 other than for access purposes.
- 1.2 The roads that comprise the Hocroft Estate, namely Ranulf Road, Lyndale, Hocroft Road, Farm Avenue, Hocroft Avenue, Harman Drive and Harman Close, are residential roads with a 20mph speed limit and are located within the Cricklewood Controlled Parking Zone.
- 1.3 The Committee approved a budget of up to £2,500 to undertake a feasibility study and a traffic survey was carried out in Farm Avenue in February 2017 to determine the volume of goods vehicles using Farm Avenue in both the northbound and southbound directions.
- 1.4 The commissioned survey used a video camera to monitor traffic and record traffic volumes and vehicle classification data over a 24 hour period for seven days from 2 to 8 February 2017 inclusive. A copy of the survey results is attached as Appendix A.
- 1.5 The survey indicated that during the survey period 75 goods vehicle movements were recorded in Farm Avenue in the northbound direction and 124 in the southbound direction, the majority of these being recorded on week days. Weekend manoeuvres were relatively light, and for the most part there were few HGV movements in the evenings.

1.6 The officer recommendation would be to introduce a 5 tonne weight restriction on Farm Avenue between the junctions with Cricklewood Lane and Hocroft Avenue to deter HGV movements in the southbound direction.

1.7 If the restriction is introduced the location could be enforced with a CCTV camera as part of Barnet's approach to Moving Traffic Contraventions.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 Local residents are concerned about the volume of HGV traffic using roads within the Hocroft Estate area and have requested that a 5 tonne weight restriction is introduced. The matter was discussed at the Finchley and Golders Green Area Committee in October 2016 where the request was supported by Councillor Peter Zinkin.

2.2 Goods vehicle traffic volumes in Farm Avenue in the southbound direction were higher than in the northbound direction and this may be attributable to traffic making a detour into Farm Avenue to avoid the traffic lights at the junction of A41 Hendon Way and Cricklewood Lane, where there is a banned right turn.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

3.1 Another option would be to extend the 5 tonne restriction to include all roads within the Hocroft Estate area, however this is likely to be costly and it is felt that the recommended option should deter the majority of HGV movements in the area. The restriction could be extended to a wider area should this be felt necessary at a later date.

3.2 An alternative option would be to not introduce a restriction; however this would not address the concerns raised by residents concerning HGV movements in the area.

## **4. POST DECISION IMPLEMENTATION**

4.1 If the report's recommendations are approved, a statutory consultation would be carried out with a view to implement the proposal subject to the outcome of the consultation and subject to funding being made available. Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

5.2.1 Costs for the introduction of the 5 tonne weight restriction in Farm Avenue are estimated in the table below:

<b>5 Tonne Weight Restriction</b>	<b>Estimated costs (2015 prices)</b>
Detailed Design Fees (Includes statutory processes, STATS searches, advertising, public consultation, etc.)	£3 000
Build Cost	£5 000
Sub-TOTAL	£8 000
Implementation & post implementation fee @ 10%	£ 800
<b>GRAND TOTAL</b>	<b>£8 800</b>

\*None of the above costs include a price for the installation of CCTV equipment to enforce the restriction. If a CCTV camera was to be installed and additional estimated costs of £15k would be required which would come out of a separate funding pot.

5.2.1 If a CCTV is subsequently installed at this location, the future maintenance of CCTV apparatus and any electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

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

## 5.3 Social Value

5.3.1 None in the context of this report.

## 5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in Section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligations 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.

5.4.3 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.

## **5.5 Risk Management**

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

## **5.6.1 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 proposal are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**

5.7.1 A statutory consultation will be carried out in relation to the recommendation Option. Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

## **5.8 Insight**

5.8.1 None in relation to this report

## **6. BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee 26 October 2016 minutes:  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8750&Ver=4>