

Summary Delegated Powers Report

TITLE	The Vale, NW11 – 20mph speed limit, suspension of the width restriction and introduction of 5 tonnes weekend weight restrictions
DATE OF DECISION	21/09/2017
DECISION TAKER	Jamie Blake – Strategic Director – Environment
SUMMARY OF DECISION	<p>Summary The report summarises the 18 month experimental period for The Vale, NW11 and the surrounding area for the 20mph speed limit, the suspension of the width restriction and of the 5 tonnes weight restriction and considers the representation received to the proposal and determines whether the proposals should be introduced or not, and if so, with or without modification.</p> <p>It recommends that the measures are made permanent and will be funded from available funding from the Local Implementation Plan (LIP) funding for 2017/18 as detailed in the report below.</p> <p>Background A width restriction was installed in The Vale in late 2014 in response to concerns from residents regarding the use of the residential roads by goods vehicles, in particular skip lorries.</p> <p>Whilst the scheme was successful in preventing these vehicles from using The Vale, concerns were received from local residents that traffic was being displaced to some of the neighbouring roads.</p> <p>Following further assessment it was proposed:</p> <ul style="list-style-type: none"> • Remove the width restriction in The Vale on an experimental basis and • introduce a 20mph speed limit; • Introduce 5 tonnes weight restriction operating from 00.01 hours on Saturday until 23.59 hours on Sunday in The Vale on an experimental basis; • Introduce a 5 tonne weight restriction in surrounding roads operative at all times on an experimental basis; • Install vehicle activated signs to remind drivers of the 20mph speed limit; • Install traffic cameras to monitor traffic movements and ensure compliance. <p>Experimental Traffic Management Orders Regulations allow local authorities to introduce an experimental scheme without having to publish a statutory notice of proposals. An experimental order can only stay in force for a maximum of 18</p>

months while the effects are monitored and assessed. Members of the public and other representative bodies may object to the scheme during the first 6 months of the experiment, starting from the date when the experimental order came into force.

The experimental proposals above were supported by five of the six local ward councillors.

In addition, the local waste operators have committed to discouraging their clients from using the surrounding road network to access their depot and comply with the restrictions being placed upon The Vale.

The experimental measures came into force on 24 March 2016. This Summary DPR details to the actions to be taken following the experimental period.

Survey Data

As part of the experimental process, Automatic Traffic Count (ATC) surveys were commissioned at 13 locations in the area surrounding The Vale to compare traffic volumes and speeds before and after the implementation of the experimental scheme to remove the width restriction in The Vale. These surveys collected continuous traffic flow and speed data for a 7 day period. The survey also provided the vehicle classification.

The first survey was carried out during the w/c 14 March 2016 prior to the removal of the width restriction and the after survey was carried out during w/c 12 June 2016 once the restriction had been removed.

Further surveys were carried out w/c 10 July 2017 at the same locations for analysis purposes towards the end of the experimental period.

From the results obtained a comparison has been made between the average speeds and 85th percentile speeds of traffic at the 13 locations before and after the scheme implementation. Total traffic volumes and HGV traffic volumes before and after have also been recorded, as well as HGV vehicles as a percentage of all traffic.

In addition, a survey was also carry out in July 2017 to ascertain the number of HGV's using The Vale over night between the hours of 6pm and 6am. The number was very low and the majority of these vehicles appeared to be delivery vehicles accessing the area. The overnight HGV use of the road will continue to be monitored but if it is considered that no action is required at this time in relation to this issue.

In consultation with local Ward Councillors, the Council has reviewed the representations from the local area and the surveys to assist in the assessment of the impact across the local area.

The analysis has confirmed that the overall experiment - 20mph speed limit, suspension of the width restriction and introduction of the 5 tonnes weight restrictions - has had the desired effect of reducing HGV use in the majority of roads in the area, with more of these vehicles using the more appropriate roads in the area

namely The Vale and, to lesser extent, Pennine Drive. There has been a reduced level of traffic in the area over the experimental period but a slight increase in HGV use.

Recommendation

This summary DPR therefore recommends that the experimental 20mph speed limit, removal of the width restriction and 5 tonnes weight are made permanent via a Traffic Management Order.

The vehicle activated signs and traffic cameras to monitor traffic movements and ensure compliance will remain in place.

All residents will be informed of the outcome of the experiment and the decision to make 20mph speed limit, the removal of the width restriction and introduction of 5 tonnes weekend weight restrictions in The Vale permanent.

There are ongoing concerns about HGV movements in Dersingham Road, Somerton Road and Purley Avenue. The Council will continue to monitor these roads, and it is noted that notwithstanding this increase the removal of the width restriction has an overall benefit on these roads.

Finance Implications

The cost of making the experimental Order permanent and any subsequent surveys and analysis is estimated at £8,000 which can be met from the 2017/18 Local Implementation Plan (LIP) allocation for Traffic Management and Accident Reduction.

A further analysis of the additional survey data and monitoring will be reported to a further meeting of the Finchley and Golders Green Area Committee for consideration and funding if any additional measures are proposed.

Legal Implications

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.

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.

Statutory consultation with all affected frontages, Ward councillors and relevant stakeholders in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 is proposed to be carried out in relation to the proposed permanent Traffic Management Order.

Proposed 20mph scheme - St Agnes and Childs Hill Schools

In addition to the above it should be noted that Statutory Consultation has been undertaken regarding a proposal for 20mph speed limits around St Agnes RC School and Childs Hill Primary School.

	<p>The 20mph speed limit is being proposed for several roads within the consultation area for The Vale experimental scheme: Somerton Road, Thorverton Road, Gillingham Road, Caddington Road, Dersingham Road, Greenfield Gardens, Purley Avenue and Sanderstead Avenue.</p> <p>Measures also included within the scheme proposal include a zebra crossing and speed cushions on Somerton Road and signage including vehicle activated signs on several roads within the area. These measures are proposed to improve the overall road safety in the area.</p> <p>The representations received during this consultation are currently being addressed as part of a separate DPR.</p> <p>Background papers DPR Proposed Experimental 20mph speed limit, suspension of the width restriction and introduction of 5 tonnes weekend weight restrictions in The Vale, NW11 – February 2016 Automatic Traffic Count Data and Speed Survey Data</p>
AUDIT TRAIL OF DECISION – RETAINED AND WHERE?	Audit Trail retained within Service Area

DECISION TAKER'S STATEMENT

I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.

I authorise the above decision

Signed



Designation

Jamie Blake
Strategic Director- Environment

Date

21/09/2017