

	ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER Date:
Title	Proposed Experimental 20mph speed limit, suspension of the width restriction and introduction of 5 tonnes weekend weight restrictions in The Vale, NW11.
Report of	Commissioning Director - Environment
Wards	Childs Hill
Status	Public
Enclosures	Appendix A - Drawing No. 60702 – Rev D
Officer Contact Details	Mario Lecordier - Interim Strategic Lead Commissioner - Transport and Highways

Summary

That the existing width restriction on The Vale is temporarily suspended and a 20mph speed limit implemented on an experimental basis for a minimum period of 6 months.

Decisions

1. That Officers are authorised to suspend the width restriction, introduce a 20 mph speed limit and introduce 5 tonnes weight restrictions operating from 00.01 hours on Friday to 12.59 hours on Sunday in The Vale on an experimental basis at an estimated cost of £15,000 to be funded from the 2015/16 LIP Allocation for Traffic Management and Accident Reduction, the details of which are set out in this report and shown on Drawings No. 60702 – Rev D - (Appendix A).
2. That officers monitor the effect of the Experimental Scheme during the first six months of the experiment, which also constitutes the Statutory consultation period, and report any objections received to a future meeting of the Finchley

and Golders Green Area Committee before a final decision is made. on whether these measures should be made permanent.

1. WHY THIS REPORT IS NEEDED

Background

1.1 In June 2013 the Finchley and Golders Green Area Environment Sub-Committee resolved to introduce a Traffic Management Order for a weight restriction on The Vale and carry out an area wide impact assessment of The Vale and Somerton Road to assess the impact on a wider network; and report back to a future meeting of the Sub-committee.'

1.2 A scheme proposing further width restrictions in the area was reported to the Finchley and Golders Green Area Committee on 15th January 2015. At this meeting it was resolved that:

"Subject to the agreement of ward councillors, the Committee instructs the Chief Executive, or any other officer that he so delegates, to progress the measures to detailed design and implementation stages subject to agreement by the Environment Committee for inclusion in the 2015/16 programme and subject to availability of resources, ensuring consultation and negotiation with stakeholders includes, but not limited to, Emergency Services, Metropolitan Police, Transport for London (London Buses) and all affected stakeholders including utility companies and statutory bodies". – (Extract from The Vale Width Restriction Extension Update – 15th January 2015 F&GG Area Committee Report)

1.3 In light of the above the scheme was further reported to the Environment Committee on 27th January 2015 where the committee agreed a programme of work, including Traffic Management and Accident Reduction schemes, which included The Vale (Para 1.7 of the report), that "recommendations are taken forward only if they can be shown to perform better in benefit/cost terms" (Extract from the Highway Planned Improvement Programme 2015-16 – 23rd January 2015 Environment Committee Report)

1.4 The introduction of further 8 width restrictions was estimated at £223, 800 for which funding had not been identified. Officers were not able to make the case and demonstrate the benefit / cost value of this scheme when compared to other accident reduction schemes proposed elsewhere in the borough.

Cost/Benefit Analysis

1.5 The cost benefit analysis used is mainly based on a first year rate of return in relation to collisions, but also allows for monetised benefits in relation to journey time savings, CO2 reduction and health benefits from increased walking and cycling to be included on a single year basis.

- 1.6 In the most recent 5 years data (to end Feb 2015) there were 17 injury collisions (1 serious, 16 slight) inside the area bounded by Claremont Road, Cricklewood Lane, A41 Hendon Way and Clitterhouse Playing Fields. Of these 14 (including the serious) involved vehicles that would not be affected by a width restriction (cars, cycles, taxi, motorcycle).
- 1.7 Of the three remaining incidents, one involved a bus or coach on Pennine Drive. As Pennine Drive is a bus route it has been assumed the vehicle involved would have been exempt from a potential restriction.
- 1.8 Two incidents involved mini-buses. One was emerging from a driveway, so can be expected to have accessed the premises by some route even with a width restriction in place.
- 1.9 It has been assumed that the scheme could have prevented the remaining mini-bus accident and a benefit of 0.2 slight accidents per year has therefore been assessed at a value of £22,154 per slight injury accident (WebTAG Table A 4.1.3).
- 1.10 No journey time, CO2 reduction or health benefits were identified for the scheme so the overall benefit was £4,430.80.
- 1.11 The proposal to introduce width restrictions on a range of roads including Camera enforcement on Pennine Drive would cost around £200k giving a single year benefit/cost figure (analogous to a first year rate of return) of just 2%. If a signed only restriction were formalised at a cost of perhaps £10k, the single year benefit/cost would be about 44%. Therefore in view of this analysis the introduction of the width restrictions was not recommended.

Current position

- 1.12 An experimental scheme consisting of 5 tonnes weight restrictions was introduced in May 2016 in the area in response to concerns that large vehicles were now using the surrounding residential roads following the installation of the width restriction in The Vale. 5 tonnes weight restrictions signs are a departure from current Standards and require the Secretary of State approval which is currently being sought.
- 1.13 Although the width restriction scheme has succeeded in preventing goods vehicles from using The Vale it has also displaced this traffic to the surrounding roads which has continued to cause concerns to local residents. Following a further assessment it is now proposed to introduce the following measures on an experimental basis:
- Removal of the width restriction,
 - Introduce a 5 tonnes weight restriction operating from 00.01 hours on Friday to 12.59 hours on Sunday
 - Introduce 20mph speed limit in The Vale

- Install Vehicle Activated Signs which will trigger when any vehicle exceeds the 20mph speed limit.
 - Install Traffic cameras in due course to monitor traffic movements and ensure compliance.
- 1.14 The Regulations allow local authorities to introduce an experimental scheme without having to publish a statutory notice of proposals although the Order will not come into force until 7 days of publishing the notice of the Order to be made has expired. An experimental order can only stay in force for a maximum of 18 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. Changes can be made during the first six months of the experimental period if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis.
- 1.15 The Council and five of the six Ward Councillors are in discussions with local Waste Operators to obtain a commitment that they will observe the new speed restriction in The Vale and continue to avoid the use of the surrounding roads which currently have a 5t weight restriction except for deliveries. The 5t weight restriction installed on the surrounding roads will remain throughout the experimental period which is anticipated to be between 6 and 18 months.
- 1.16 The local waste operators have committed to advise and discourage their clients from using the surrounding road network to access their depot and comply with the restrictions being placed upon The Vale. They have also agreed to resume a weekly sweep of The Vale on Friday afternoons and it would be beneficial if residents refrained from parking vehicles on the road to allow them to carry out this activity.
- 1.17 The Council will be writing to other skip companies and businesses in the area advising them of the proposals and will write to residents again upon completion of the experimental period with an update.

Implementation time scale

- 1.18 It is proposed to start the experimental scheme and remove the width restriction on 1 March 2016. This will trigger the start of the 6 month period for comments and objections to be received. The Council will then review any comments received during the first six months of the experimental period before a final decision is made. All residents will be informed of the outcome of the experiment and any decision made in due course.

Ward Members Engagement

- 1.19 Five of the six ward councillor are in favour of this proposal. All residents of on both sides of the roads bounded by The Vale, Cotswold Gardens,

Cricklewood Lane, Hendon Way and Claremont Road will be consulted on the proposal and invited to comment.

2. REASONS FOR DECISIONS

- 2.1** To resolve the issue of displacement of HGV's into neighbouring roads.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1** Alternative options have been investigated and actioned but as concerns are still being raised this option is being considered to mitigate the concerns.

4. POST DECISION IMPLEMENTATION

- 4.1** As the measures are being implemented on an experimental basis there will be a minimum of a 6 month (maximum 18 months) period for comments to be received a decision whether to make the measures permanent will be made after considering all representation received and the matter report to the Finchley and Golders Green Area 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.

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

- 5.2.1** The cost of introducing the experimental measures detailed in paragraph 1.13 together with officer time for monitoring the experiment during the first six months and reporting any objections received is estimated at £15,000 which can be met from the 2015/16 Local Implementation Plan (LIP) allocation for Traffic Management and Accident Reduction.
- 5.2.2** The works will be carried out under the existing LOHAC term maintenance contractual arrangements and through the Council's internal DLO contractor. The necessary associated signage will require on-going routine maintenance.

5.3 Legal and Constitutional References

- 5.3.1 The exercise has been conducted in accordance with the requirements of Contract Procedure Rules Appendix 1 Table A with authorisation to proceed in the Procurement Forward Plan and acceptance of outcome in this Full Officer DPR.
- 5.3.2 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.
- 5.3.3 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.
- 5.3.4 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.
- 5.3.5 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in subsection (2), including:
- "the desirability of securing and maintaining reasonable access to premises;
 - the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - the national air quality strategy;
 - the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - any other matters appearing to the local authority to be relevant."
- so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4 Risk Management Issues

- 5.4.1. None

5.5 Equalities and Diversity

- 5.5.1 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.

5.5.2 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.6 Consultation and Engagement

5.6.1 A statutory consultation on the proposed measures will be carried out with affected frontages and various stakeholders.

6 BACKGROUND PAPERS

6.1 Highway Planned Improvement Programme 2015-16 –Environment Committee Report - 27 January 2015.

6.2 The Vale Width Restriction Extension Update - F&GG Area Committee Report - 15 January 2015

6.2 The Finchley & Golders Green Area Environment Sub-Committee – The Vale Lorry Ban Review - 25 June 2013

7 DECISION TAKER'S STATEMENT

7.1 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.

8 OFFICER'S DECISION

I authorise the following action

- 1. That Officers are authorised to suspend the width restriction, introduce a 20 mph speed limit and introduce 5 tonnes weight restrictions operating from 00.01 hours on Friday to 12.59 hours on Sunday in The Vale on an experimental basis at an estimated cost of £15,000 to be funded from the 2015/16 LIP Allocation for Traffic Management and Accident Reduction, the details of which are set out in this report and shown on Drawings No. 60702 Rev D (Appendix A).**

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Signed

S. J. C.

Date

10/2/16.

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