



Highways Committee 6th December 2006

Report from the Director of Transportation

For Action

Wards Affected: Fryent

Petition - Request For Width Restriction On Valley Drive

Forward Plan Ref: E&C-06/07-024

1.0 Summary

- 1.1 This report informs members on a petition that was received from the Valley Farm Residents Association requesting the introduction of a width restriction on Valley Drive to prevent Heavy Goods Vehicles (HGV's) rat running to bypass Kingsbury Roundabout. The report outlines the officer's investigation into the matter to determine the extent of any existing problem on Valley Drive and recommends that no further action is taken until after the implementation of a scheme at the Kingsbury Roundabout during the 2006/07 and 2007/08 financial years.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised.
- 2.2 That Committee notes the outcome of officers' investigation of the petition as detailed in section 3.0
- 2.3 That Committee agrees that officers recommendations that no further action is taken on this matter and the situation is reviewed post implementation of the Kingsbury Roundabout Local Safety Scheme

3.0 Detail

- 3.1 A petition has been received by the Council from the Valley Farm Resident Association, Kingsbury, requesting a width restriction be introduced on Valley Drive. The petition is in accordance with Standing Orders and reads:

“We, the residents of Valley Farm Residents Association area petition the Members of the Highways Committee to provide a width restriction on Valley Drive to prevent the passage of heavy goods through the estate.”

- 3.2 The petition received is typical of a large number of requests made to the Transportation Unit for traffic management measures. Currently the procedure for assessing these requests is to undertake an initial investigation to determine the extent of any problem by looking at volumes, types and speeds of vehicles travelling through the area and the level of any personal injury accidents that have occurred. Priority for remedial measures is given to those areas with the greatest problems. Where possible, funding is sought from Transport for London (TfL) for this sort of project through the Borough's annual Borough Spending Plan (BSP) submission. The likelihood of funding is subject to the nature and extent of the problem, with accident reduction schemes normally receiving the highest priority. Not all schemes included in the BSP are funded, therefore where possible; when a high priority issue is identified revenue funding is allocated for remedial measures.
- 3.3 Valley Drive is a residential road varying in width between 7m and 8m, that links the A4140 Fryent Way and the A4006 Kingsbury Road. The majority of properties have off street parking, although parking on street does take place. Because of the passing gaps created by the off street parking 2 way traffic movement is free flowing. Valley Drive is a potential rat run to by-pass Kingsbury roundabout, particularly at times of congestion. Following previous requests received from residents a 7.5T lorry ban was introduced on the road in April 2003, which only allows lorries in excess of this gross plated weight to enter the area for access and not as a through route. Lorry bans are enforced by the Police.
- 3.4 Following previous concerns expressed by residents a traffic survey had been undertaken on the 05 July 2006. An additional survey was carried out following receipt of the petition on 02 November 2006. The survey undertaken in July, between 5.15pm and 6.15pm showed a bi-directional flow of 294 vehicles, with no vehicles larger than small goods vehicles (Transit Van) identified. The survey undertaken in November, between 8.00am and 9.00am showed a bi-directional flow of 338 vehicles. 1 Medium Goods Vehicle (MGV) was identified and 3 midi buses, all from the Councils Education Transport Service. None of these vehicles were in contravention of the existing 7.5T lorry ban.
- 3.5 2 slight personal injury accidents have occurred along Valley Drive in the 3 years to July 2006. One occurred 50m north of the junction with Fryent Way where a parked car pulling away drove into the back of another parked car.

The other occurred at the junction of Crundale Avenue where 2 moving vehicles hit head on in wet conditions.

3.6 Site inspections identified no speeding issues

3.7 The Transportation Unit is currently progressing a road safety scheme at the Kingsbury Roundabout which will be implemented during the 2006/7 and 2007/08 financial years. Key elements of the proposals are measures including the widening of the Honeypot Lane exit to 2 lanes and the reshaping of the centre island of the roundabout to allow 3 lanes all the way around it. Both of these measures will improve the capacity of the roundabout and reduce conflicts.

3.8 Traffic flows in the order of 300 an hour identifies that some rat running is taking place on Valley Drive, although an average of 1 car every 20 seconds is not considered a major problem. This volume of general traffic would not be affected by the introduction of a width restriction. No HGV's accessing the area were identified on the surveys which would seem to indicate that the existing 7.5T lorry ban is largely being complied with, although it is accepted that abuse may occur at different times of the day. The MGW and midi buses identified within the area are of a size that could pass through a standard 7 foot width restriction and therefore may not be affected by its introduction. The introduction of a narrower restriction is unlikely to be acceptable to the emergency services because it would prevent the passage of ambulances, thereby increasing emergency response times in the Valley Drive Estate. It would therefore be difficult to get approval to implement such measures.

3.9 With the limited scale of the existing problem and the potential for improvement associated with the proposals for the Kingsbury Roundabout it is unlikely that the introduction of a width restriction would receive any priority with TfL through the annual BSP bid and would be difficult to justify in light of other priorities for revenue funding. Officers therefore recommend that no further action be taken until the outcomes of the Kingsbury Roundabout project can be monitored post implementation, likely to be late 2007 / early 2008, before any decision is made on the request for the introduction of a width restriction

4.0 Financial Implications

4.1 Officer time costs associated with the investigations can be met from the revenue allocations for the current financial year for general schemes.

5.0 Legal Implications

5.1 None at this stage

6.0 Diversity Implications

6.1 None at this stage

7.0 Staffing/Accommodation Implications

- 7.1 The Council's Transportation Service Unit will deal with all issues related to any investigations and assessment detailed in this report.

Background Papers

Petition Received

Contact Officers

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