

MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cabinet Member for Environment &
Community Safety

REPORT OF:

Director – Regeneration &
Environment

Agenda – Part: 1

KD Num: N/A

Subject:

**TRAFFIC FLOW IMPROVEMENTS –
LANCASTER ROAD, ENFIELD**

Wards:

CHASE

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1. EXECUTIVE SUMMARY

This report presents the outcome of a formal consultation on proposals to improve traffic flow on Lancaster Road and recommends that the scheme be implemented.

2. RECOMMENDATIONS

- 2.1 To make the Traffic Management Order for the introduction of waiting restrictions as shown on drawing No. LBE-RS/MS/13103/0001 and LBE-RS/MS/13103/0002 (Appendix A)
- 2.2 To approve the implementation of traffic flow improvements as shown on the plan in Appendix A

3. BACKGROUND

- 3.1 Parking on Lancaster Road sometimes narrows the road so that large vehicles have difficulty passing. This causes frequent delays for all traffic and in particular buses.
- 3.2 The Council wishes to improve journey reliability on Lancaster Road, particularly for bus passengers. We also wish to minimise delays for the emergency services that frequently use this road.
- 3.3 Consultation was carried out by means of a leaflet which included a questionnaire and a plan showing the measures. These were delivered to 200 residents, businesses, Ward Councillors and other interested parties. A total of 22 responses were received, which represents a total return rate of 11%.
- 3.4 The consultation leaflets were delivered exclusively to residents and businesses on Lancaster Road. There were a few questionnaires returned by residents in adjacent side roads and these have also been recorded.
- 3.5 20 (91%) of those who responded to the public consultation were in favour of the footway parking and waiting restrictions, 2 (9%) were opposed to the footway parking and 1 (5%) was not in favour of the proposed waiting restrictions at junctions.
- 3.6 A report for the Cabinet Member for Environment was considered on 17 March 2014 and it was agreed to proceed and advertise the necessary traffic management order. The formal advert was published in the local press and public notices were displayed on site from 2 April 2014.
- 3.7 A total of two objections were received to the proposals, one from a local business and the other a petition from residents of Weardale Gardens.
- 3.8 The first objection was from a local business on Lancaster Road.
- 3.8.1 "I refer to your leaflet delivered on the 2nd April. We were not aware of this scheme and certainly did not receive any forewarning. If traders in Lancaster Road and indeed some of the residents had responded I am sure that you would not have a 91% in favour of the scheme. Perhaps you could indicate to me who exactly did support scheme i.e. was it businesses of local houses, or was it merely Council representatives?"

"On junctions off Lancaster Road as on many roads putting yellow lines people park on them for short visits to local shops."

"However please note that I am totally against any extension of yellow lines that further restrict free parking in the area. Lancaster Road is an

out of town shopping area, which struggles to keep going, and parking restrictions will greatly affect trade. One of the reasons for the success of the shops in Lancaster Road is that there is free parking."

"I consider that to extend and limit parking in Lancaster Road and in its nearby streets will severely damage trade and I therefore totally object to the extension of yellow lines."

Officer comments – *It is unfortunate if this business did not receive a leaflet. We endeavour to ensure that all properties within the consultation area receive documentation by hand delivering leaflets rather than relying on postal addresses which may be out of date. It is clear from the responses received that other businesses in the parade received the consultation material.*

The proposals are to add no waiting at any time restrictions at the junctions of Lancaster Road and Lynn Street and Walton Street. Additionally, no waiting at any time restrictions will be introduced in Weardale Gardens to strengthen the existing single yellow line.

The no waiting at any time at the above junctions will extend a maximum of 7 metres either side of the junctions in Lancaster Road to improve sight lines and ensure access by emergency service and other large service vehicles. This is a standard Junction Protection measure within Enfield and is shorter than the 10m length recommended in Rule 243 of the Highway Code.

In addition, the half-on/half-off footway parking bays retain existing on-street parking capacity but will ease traffic flow by providing additional carriageway width.

- 3.9 The petition signed by 48 residents of Weardale Gardens was accompanied by a number of letters addressed to the Head of Traffic and Transportation, Councillor Bond and Councillor Laban.
- 3.10 The petition and the letters raise two major points of objection: one relating to the proposed half-on/half-off footway parking opposite Weardale Gardens; the other raising concerns about the impact on public safety.
- 3.11 Additional points raised within the supplied correspondence highlight that residents have concerns over near misses and dangerous driving at the junction and that Lancaster Road is too narrow.

Officer comments – *Currently parking is allowed opposite the junction of Weardale Gardens, and this has the effect of moving vehicles travelling towards Baker Street closer to the centre of the road. This is addressed by formalising the on-street parking with 'half-on/half-off' footway parking opposite the junction.*

This will provide more road width for vehicles to pass the parked vehicles without having to straddle the centre line markings.

The residents do not feel that this will improve safety at this junction and in the correspondence point out that the Highway Code states 'do not stop or park opposite or within 10 metres (32 feet) of a junction.'

However, the Highway Code states that motorists should 'not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. Having reviewed the design, officers are satisfied that the proposed arrangement is an improvement on the existing situation and is safe.

Lancaster Road varies in width along its length and at the junction with Weardale Garden the road width varies between 7.4 and 7.6 metres wide. This reduces to around 5.5m if cars are parked on the carriageway, which is the absolute minimum necessary to allow two large vehicles to pass. Moving the vehicles onto the footway would increase the available road width to greater than 6 metres which is more appropriate for the type of traffic that uses Lancaster Road. The carriageway width could be improved further by allowing vehicles to park wholly on the footway.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 **No waiting at any time opposite Weardale Gardens** – to extend the existing waiting restrictions opposite Weardale Gardens would require the Traffic Management Order to be re-advertised and it is likely that this would produce objections from the block of flats opposite Weardale Gardens. Allowing vehicles to park fully on the footway achieves the same aim as extending the waiting restrictions but retains the current parking arrangements.
- 4.2 **No nothing** – The council has a duty to improve the flow of traffic on its network. By not implementing these proposals the congestion and delayed journey times that currently occur on Lancaster Road will continue.
- 4.3 **The scheme as consulted on** – The consulted on scheme only allowed for 'half-on/half-off' parking opposite Weardale Gardens, which would only partly address the concerns of residents.

5. REASONS FOR RECOMMENDATIONS

- 5.1 The recommended scheme as shown in Appendix A will help address public transport reliability issues, and also still allow the parking that currently occurs on Lancaster Road
- 5.2 This would allow customers to the shops in Lancaster Road to continue to visit and park in the manner that is currently in use.

- 5.3 It will also address concerns that residents of Weardale Gardens have about exiting their road, in that vehicles would not be parked wholly or partially on the carriageway and therefore would not narrow Lancaster Road to a width that residents are concerned about.

6. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 The estimated cost for implementing the proposed measures is £65,000. This will be met from the Corridors, Neighbourhoods and Supporting Measures allocation from TFL.
- 6.1.2 Expenditure once approved by Transport for London, will be fully funded by means of direct grant from TFL; hence no costs to fall on the Council.
- 6.1.3 The release of funds by TFL is based on a process that records the progress of works against approved spending profiles. TFL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

6.2 Legal Implications

- 6.2.1 Under Section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic accident locations and to take measures to prevent such accidents. This includes the improvement of roads and the movement of road traffic. The proposed safety measures are in accordance with the discharge of those duties.
- 6.2.2 Regulations prescribe the procedure to be followed in making a Traffic Management Order and require consultation with specific persons, publication of proposals in the local press and the giving of adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the Order.
- 6.2.3 Before making an Order objections must be conscientiously taken in to account.
- 6.2.4 The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

6.3 Property Implications

None identified

7. KEY RISKS

No significant risks have been identified

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

Consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

8.2 Growth and Sustainability

The scheme will improve the flow of traffic on an emergency service route and is likely to improve public transport journey reliability encouraging use of alternative modes of transport.

8.3 Strong Communities

Consultation on the proposed measures has involved working closely with the local community to deliver a successful scheme that responds to local needs.

9. EQUALITY IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is not relevant or proportionate for the approval of this report

10. PERFORMANCE MANAGEMENT IMPLICATIONS

The implementation of this scheme will directly contribute to the Council Business Plan, Aim 2.5(Improved sustainability of transport and reduce its impact in the borough).

11. HEALTH AND SAFETY IMPLICATIONS

Proposed double yellow lines will prevent parking at corners and improve visibility, hence improving safety for pedestrians and traffic.

12. PUBLIC HEALTH IMPLICATIONS

This scheme will improve public health by reducing the likelihood of road casualties at junctions along Lancaster Road.

Background Papers

None.

MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:
Cabinet Member for Environment
& Community Safety

REPORT OF:

Director – Regeneration &
Environment

Contact officer and telephone number: Howard Kennedy – 0208 379 4060

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Agenda – Part: 1	KD Num: N/A
Subject: PRIMARY EXPANSION PROGRAMME: CHESTERFIELD PRIMARY SCHOOL – PROPOSED TRAFFIC MITIGATION & ACCESS IMPROVEMENTS	
Wards: ENFIELD LOCK	

1. EXECUTIVE SUMMARY

- 1.1 This report presents the results of the consultation on proposals to introduce measures to mitigate the impact of the expansion/consolidation of Chesterfield Primary school
- 1.2 A total of 197 leaflets were delivered to residents of the Chesterfield Road area, with a further 100 copies sent to the school. Residents were also given the alternative option of responding to the consultation questionnaire online.
- 1.3 A total of 17 (5.7%) valid responses were received including one from a non-local school governor. In addition, a response has been counted as void as no name, address or post code was provided. No responses were received online.
- 1.4 This report seeks approval to implement the measures described in this report and shown in Appendix B.

2. RECOMMENDATIONS

- 2.1 To implement the improvement measures described in this report as part of the Enfield Primary Expansion Programme. The estimated cost to implement the scheme described in this report is £100,000, which will be funded from the School's & Children's Services budget.
- 2.2 To advertise the required statutory notices and make the traffic management orders, (subject to resolving any objections), for waiting restrictions and amendments to school keep clear markings as described in this report and Appendix B attached.
- 2.3 To inform local residents and businesses of the decision made as a result of this report.

3. BACKGROUND

- 3.1 The Council has a legal duty to ensure that every child resident in the Borough has a school place. The increasing demand for primary school places in this area has led to a number of recent temporary expansions of Chesterfield Primary School which will now be consolidated into a permanent arrangement. The school is 4 form entry with capacity for 840 children. However, the proposal does not involve any increase in numbers but would address accommodation issues to improve facilities for existing pupils and staff.
- 3.2 Planning permission for the improvements to the school was granted on 10th May 2013 subject to conditions, which included the introduction of approved traffic mitigation measures as described below.

4. PROPOSALS CONSULTED UPON

- 4.1 The introduction of CCTV Parking Enforcement camera in Chesterfield Rd;
- 4.2 Introduction of junction protection, double yellow lines, and school drop off/pick up waiting restrictions at various locations in roads adjacent to the school as described in Appendix A;
- 4.3 The extension of the existing "School Keep Clear" markings in Chesterfield Rd;
- 4.4 The modification of the existing vehicle entrance located in the north-west corner of the school in Chesterfield.

5. RESULTS OF CONSULTATION

- 5.1 Consultation was carried out by means of a leaflet and questionnaire with a plan showing the measures, (copy attached in Appendix A). These were delivered to 197 residential properties and businesses in Chesterfield Rd, Ordnance Rd by Chesterfield Rd and Coldham Grove. In addition, one hundred leaflets were delivered to the school. Ward Councillors and other interested parties were also consulted. A total of 17 responses were received, which represents a total return rate of 5.7%.
- 5.2 The following table summarises the responses received to the consultation:

ROAD NAME	Q1*		Q2**		Q3***	
	YES	NO	YES	NO	YES	NO
BARTHOLOMEW HSE (CHESTERFIELD RD)		1	1		1	
CHESTERFIELD RD	3		2	1		
COLDHAM GROVE	8		8		8	1
JOHNBY CLOSE	1		1			1
ORDNANCE RD	1		1		1	
CRANFORD AVE	1		1		1	
STANDARD RD	1		1		1	
Total Leaflet Responses	15	1	15	1	12	2
Non Response	1		1		3	
* = Question 1 – Are you in favour of the introduction of CCTV Parking Enforcement?						
** = Question 2 – Are you in favour of the introduction Extending Existing School Keep Clear Markings?						
*** = Question 3 – Are you in favour of the introduction of new Waiting Restrictions in Standard Rd?						

5.3 Overall the majority of residents were in favour of the proposals described in questions 1 to 3.

5.4 The following is a sample of comments received from residents of Coldham Grove regarding parking issues:

"Since the start the school entrance in Coldham Grove has been a nuisance at the start we were given clear information that this entrance was to be used for reception class children only and that there would not be access to the rest of the school. This is not the case. I welcome your new proposals but would ask that all is monitored closely and even possible extension of CCTV to cover the area. I would like to add that at the time of planning I did object to the opening of the entrance due to the road infrastructure being unsuitable for the additional traffic it would create. I was assured by the Planning Dept that if the entrance was misused or caused any unnecessary disruption its use would be withdrawn. Maybe if your proposals do not change things its time to initiate the closure"

"CCTV will also assist in the constant fly tipping we endure in Coldham Grove!! How about a camera in our area?"

"We have lived at this address for over 35 years with traffic congestion reaching unacceptable levels in the last years. You have now enlarged the school increasing the problem. When you should have been looking to build another school building or building in Albany Park or a new school. You will of course take no notice and do what you want. I will be here a few more years as I can't sell due to all the traffic. There is always road rage. Now someone will be injured or killed soon"

Officer's comments: In light of the above comments and others received, officers will recommend the introduction of an additional CCTV Enforcement Camera to cover the rear access to the school in Coldham Grove.

- 5.5 Local Ward Councillors, the emergency services, London Buses and other interested groups were also consulted on the scheme proposals. There were no responses received from ward councillors.

The Metropolitan Police comment as follows:

"I can confirm that the Metropolitan Police have no objections to any of the measures proposed around Chesterfield School"

6. ALTERNATIVE OPTIONS CONSIDERED

Option 1 - Do nothing – The Council has a duty of care to all road users. By not implementing the proposals vulnerable road users may be put at risk as the school expands. The current congestion problems would also continue and will increase as the school expands.

7. REASONS FOR RECOMMENDATIONS

It is expected that the introduction of the proposed measures will improve access and road safety during the school drop off and pick up period. Further, this will also improve the quality of life for residents of these roads.

8. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

8.1 Financial Implications

The total allocation for implementing the approved road safety measures for this scheme is £100,000. This forms part of the Primary Expansion Programme (Phase 1) for additional primary places at Chesterfield School. The funding of this traffic mitigation scheme will be met from a specific provision for this scheme within the School's & Children's Services approved capital programme.

8.2 Legal Implications

- 8.2.1 Under section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic collision locations and to take measures to prevent such collisions. This includes the improvement of roads, the movement of road traffic and traffic restrictions. The proposed safety measures are in accordance with the discharge of those duties.

- 8.2.2 Regulations prescribe the procedure to be followed in making a Traffic

Management Order and require consultation with specific persons, publication of proposals in the local press and the giving of adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the Order.

8.2.3 Before making an order the order making authority must conscientiously take into account and consider all objections made in accordance with the regulations and not withdrawn.

8.2.4 The recommendations contained in the report are within the Council's powers and duties.

8.3 Property Implications

None identified

9. KEY RISKS

No significant risks have been identified

10. IMPACT ON COUNCIL PRIORITIES

10.1 Fairness for All

Extensive consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

10.2 Growth and Sustainability

By improving parking management and visibility at road junctions the proposals should improve access for all road users and reduce the potential for road collisions. The improved road environment should also encourage people to walk or cycle and hence support the aim of encouraging the use of more sustainable means of travel.

10.3 Strong Communities

The delivery of the proposed measures has involved working closely with the local community to deliver a successful scheme that responds to local needs.

11. EQUALITY IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is neither relevant nor proportionate for the approval of this report.

12. PERFORMANCE MANAGEMENT IMPLICATIONS

The implementation of this scheme will directly contribute to the Council Business Plan, Aim 2.5(Improved sustainability of transport and reduce its impact in the borough) and Aim 2.6 (Reduce number of casualties on Enfield's roads – Introduce 20mph zones around all schools in the Borough).

13. HEALTH AND SAFETY IMPLICATIONS

Proposed double yellow lines will prevent parking at corners and improve visibility, hence improving safety for pedestrians and traffic.

14. PUBLIC HEALTH IMPLICATIONS

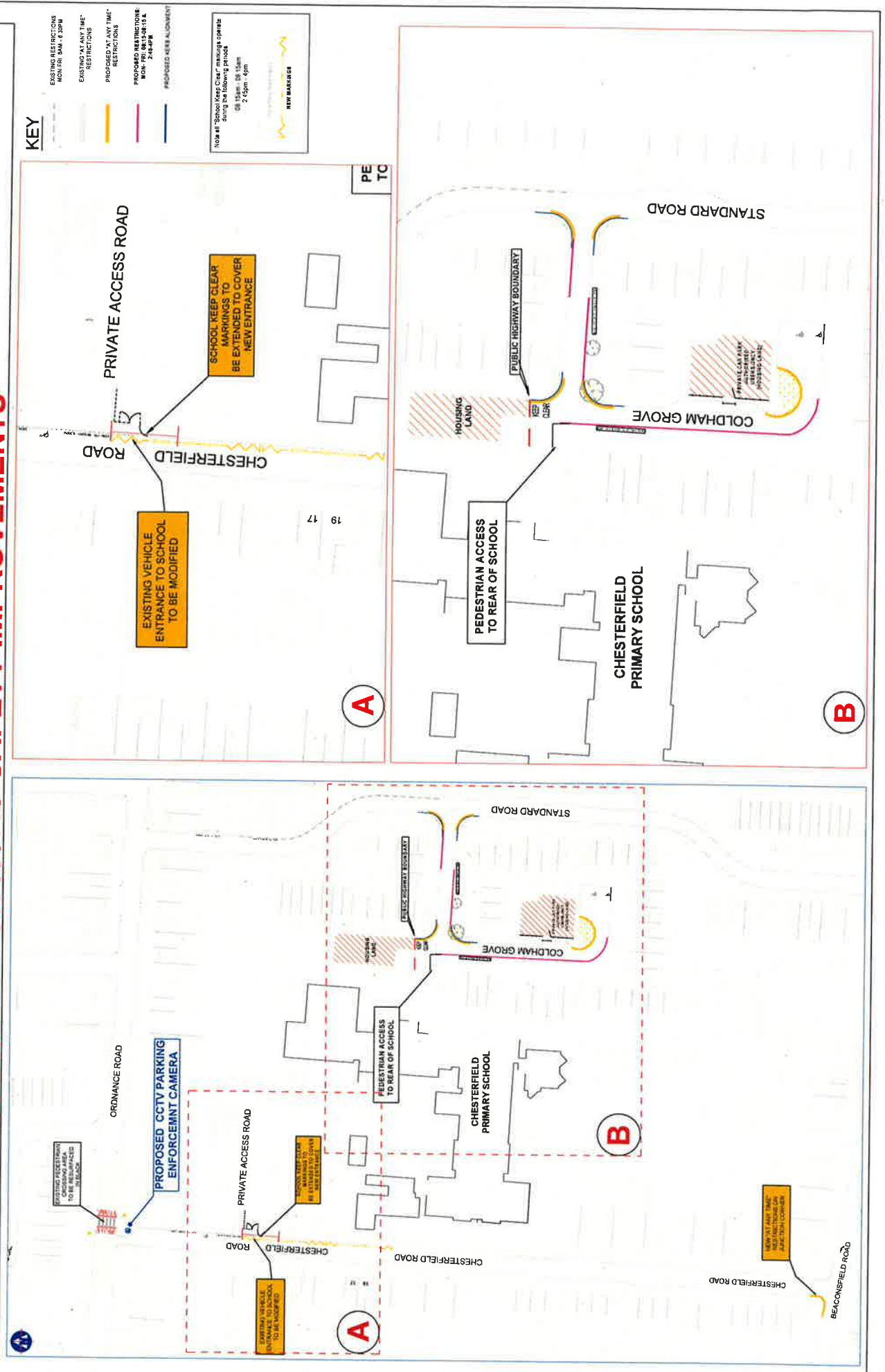
This scheme will improve public health by reducing the likelihood of road casualties near Chesterfield Primary School and encourage walking.

Background Papers

None.

CHESTERFIELD PRIMARY SCHOOL EXPANSION CONSULTATION ON ROAD SAFETY IMPROVEMENTS

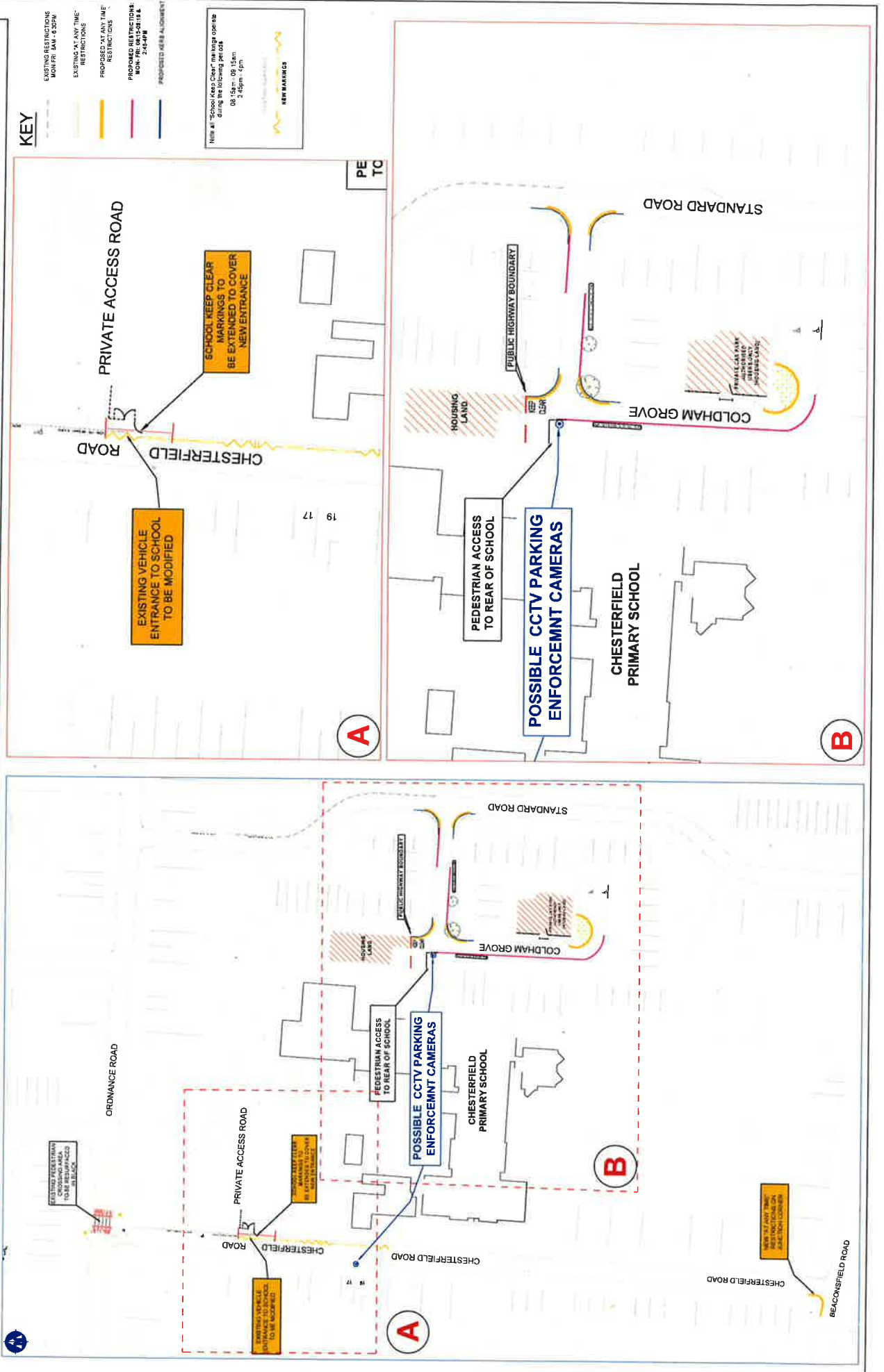
APPENDIX A





CHESTERFIELD PRIMARY SCHOOL EXPANSION CONSULTATION ON ROAD SAFETY IMPROVEMENTS

APPENDIX B



MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cabinet Member for Environment &
Community Safety

REPORT OF:

Director – Regeneration &
Environment

Agenda – Part: 1

KD Num: N/A

Subject:

Safer Lorry Scheme for London

Wards: All

Contact officer and telephone number:

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1. EXECUTIVE SUMMARY

- 1.1 London Councils' Transport and Environment Committee (TEC) recently considered a report proposing a Safer Lorry Scheme for London. The proposal involves making a new London-wide traffic order requiring all vehicles over 3.5 tonnes to have side guards and safety mirrors when driving in London to reduce the risk of collisions between lorries and vulnerable road users.
- 1.2 This report seeks the necessary authority to delegate to London Councils' Transport and Environment Committee the power to make a pan-London traffic management order that brings the Safer Lorry Scheme for London into effect in Enfield as well as the rest of London.

2. RECOMMENDATIONS

To delegate to London Councils' Transport and Environment Committee (TEC) the functions relating to the Safer Lorry Scheme for London set out in paragraph 4.4 of this report.

3. BACKGROUND

- 3.1 The number of recent cyclist and pedestrian deaths has prompted questions about what more could be done to reduce the likelihood of such collisions in the future. In some parts of London, a significant and disproportionate number of collisions involve heavy goods vehicles (HGVs), some of which are exempt from current national and European regulations on fitting safety features such as side guards and special proximity mirrors.
- 3.2 To understand the position better, Transport for London (TfL) commissioned the Transport Research Laboratory (TRL) to prepare a report examining, quantifying and analysing the incidence of fatal or serious injury cyclist and pedestrian accidents and to consider what measures might be taken to reduce the number of such accidents. TRL's report indicates that between 2008 and 2012, HGVs were involved in 53% of London cyclist deaths despite making up only approximately 4% of all traffic. Provisional data states that in 2013 HGVs were involved in 9 out of 14 cyclist (64%) and 13 out of 65 pedestrian (20%) deaths in London. This has prompted strong debate about what more could be done to reduce the occurrence of serious injuries and deaths affecting vulnerable road users in the future.
- 3.3 TRL has estimated that a maximum of 7.2 killed and seriously injured (2.4 fatal collisions and 4.8 serious injuries to cyclist and pedestrians) could be prevented each year by the fitting of additional safety equipment such as side guards and additional mirrors. Revised figures accounting for driver behaviour in collisions have reduced this figure to 1.4 fatal collisions and 1.0 serious injury per year; a smaller but still very significant number considering the personal and economic cost of a serious or fatal collision.

4. TfL's PROPOSED SAFER LORRY SCHEME

- 4.1 The proposed scheme would affect all HGVs over 3.5 tonnes that are not already compliant with the following safety standards for driving on London's roads:
- Class V and VI mirrors
 - Side guards for all relevant vehicle types
- 4.2 Mirrors are designed to prevent collisions from occurring by improving the driver's field of view and reducing blind spots. Class V mirrors increase the field of view on the near side (passenger side) of the cab and Class VI mirrors increase the field of view available to the driver immediately in front of the cab. Currently, Class V mirrors are not required on vehicles registered before 2000 and Class VI are not required on vehicles registered before 2007.

- 4.3 Side guards are typically lightweight structures that are intended to fill the gap between the front and rear axles of goods vehicles with a gross vehicle weight greater than 3.5 tonnes. They are intended to reduce injury severity by preventing pedestrians and cyclists from being run-over by the rear wheels of the vehicle. Currently, a number of vehicles are exempt from the side guard requirements, including tipper trucks, refuse disposal vehicles, skip lorries and concrete mixers.
- 4.4 Having considered a number of options, London Councils' TEC agreed in March 2014 that the best way of bringing the Safer Lorry Scheme into effect would be to make a pan-London traffic management order(s) to prohibit HGVs not meeting required safety standards from using London's roads. This restriction could then be enforced by Penalty Charge Notice using CCTV systems and on-street traffic enforcement officers, subject to the Department for Transport approving the necessary signage and amending the moving traffic legislation.
- 4.5 London Councils' have obtained counsel advice regarding their ability to make the necessary traffic management order. To avoid any doubt, it is recommended that each of the participating authorities explicitly delegate to TEC the exercise of the following functions in the following terms:

Make pan-London traffic order(s) under section 6 of the Road Traffic Regulation Act 1984, and all other enabling powers, where it is in the collective interests of the Participating Authorities, and TfL as relevant, such decision to be taken only after consultation with each of them. To provide for the implementation and enforcement of any order(s) so made including but not limited to the monitoring of the effectiveness of the said implementation and enforcement, the examination of vehicles, the issue of permits including the consideration of appeals arising from the refusal or conditioning of any such permits, the erection of adequate signs, liaison with the police, the prosecution of offences arising under such order(s) and any amendments approved from time to time, the updating of technical information on new vehicle designs, the taking of all necessary steps to promote and make amending, supplementary and other variation orders affecting the primary order(s) and the determination and implementation of policy and the giving of advice.

- 4.6 It is anticipated that TfL will be responsible for enforcement of the TLRN and TEC will be responsible for enforcement on borough roads. Enforcement is likely to comprise CCTV camera enforcement as well as civil enforcement officers enforcing on all roads and potentially targeting specific locations such as construction sites. It is acknowledged that the necessary signage will need to be authorised by the Department for Transport, as will the ability to enforce the restriction using CCTV cameras.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The Council could choose:

- a. not to delegate authority to London Councils' TEC to make a pan-London Traffic Management Order and not participate in the Safer Lorry Scheme for London or
- b. make the TMO itself.

5.2 The first option is not recommended as this would not address the safety concerns relating to HGVs and vulnerable road users. The second option is not recommended as this would require the Council to provide the necessary resources to process the required TMO, including dealing with any objections received.

6. REASONS FOR RECOMMENDATIONS

Delegating authority to London Councils TEC is the most efficient way to bring the Safer Lorry Scheme for London into effect and to carry out future enforcement.

7. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS

7.1 Financial Implications

- 7.1.1 London Councils have confirmed that any future work undertaken will be carried out on the understanding that there will be no net costs to the London boroughs. Transport for London will be responsible for the cost of making the pan-London TMO and for the signing of the new restrictions.
- 7.1.2 The council has been allocated £12,000 per year between 2014/15 – 2016/17 from TfL's Borough Cycling Programme specifically to improve HGV safety. This can be used to fund the retro-fitting of additional safety equipment to the council's vehicle fleet.

7.2 Legal Implications

- 7.2.1 The Council is the traffic authority for roads within the borough that are not GLA roads. Under section 6 of the Road Traffic Regulation Act 1984 (as amended) the Council is enabled to make a traffic management order to control or regulate traffic for the whole or part of its area, for the purposes of avoiding danger to other users of the road and may prescribe such conditions subject to which heavy articles may be transported by road. It is considered that this can include requiring vehicles to be fitted with the safety requirements set out in this report.

- 7.2.2 Given the uncertainty as to whether TEC currently has the delegated authority from the Council to make the necessary traffic management order it is proposed to vary the TEC Governing Agreement to ensure that TEC has explicit authority from each London local authority to make the necessary order(s) to bring into effect the Safer Lorry Scheme.
- 7.2.3 By virtue of regulation 4 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations (2012) the executive leader of the Council or (unless directed otherwise by the leader) the Executive of the Council may (under regulation 5) make arrangements for the discharge of an executive function by another relevant authority or another relevant executive subject to certain conditions. By virtue of the Council's scheme of delegation decisions on traffic issues likely to have a significant impact on the local community are currently listed as Portfolio decisions. The decision to discharge this function via TEC will be published and open to the Council's usual call-in process
- 7.2.4 In the event that the TMO is pursued by TfL the new restriction will be subject to consultation in accordance with the regulations and any subsequent signage in the borough will require TfL to enter into an agreement under the Highways Act, 1980 (s.8) to carry out works on borough roads.

7.3 Property Implications

None.

8. KEY RISKS

- 8.1 The council's fleet of refuse vehicles is currently exempt from the requirement for side guards and a cost will be incurred in retro-fitting them. London Councils estimate that it typically costs £500 per vehicle to fit side guards, suggesting a potential cost to the council of some £26,000 (based on the current fleet of 52 vehicles)
- 8.2 The council is at significant risk of serious reputational damage if one of its vehicles is involved in a collision where injuries to pedestrians or cyclists could have been avoided or reduced in severity by the fitting of side guards.

9. IMPACT ON COUNCIL PRIORITIES

9.1 Fairness for All

The scheme will help address cycle safety, making cycling a viable transport choice for all sections of the community.

9.2 Growth and Sustainability

Cycling is a sustainable mode of transport with virtually no environmental impact when compared to motorised transport.

9.3 Strong Communities

Residents and businesses in the borough will be able to make comments and representations about the proposal as part of the statutory consultation procedures.

10. EQUALITY IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is not relevant nor proportionate for the approval of this report.

11. PERFORMANCE MANAGEMENT IMPLICATIONS

The implementation of this scheme will directly contribute to the Council Business Plan, Aim 2.5 (Improved sustainability of transport and reduce its impact in the borough – Introduce cycle lanes to link Enfield's network to the London Greenway) and Aim 2.6 (Reduced number of casualties on Enfield's roads).

12. HEALTH AND SAFETY IMPLICATIONS

There are no direct health and safety complications from this report.

13. PUBLIC HEALTH IMPLICATIONS

13.1 The proposal will help improve the safety of pedestrians and cyclists and thereby encourage greater use of more active forms of transport.

13.2 Increasing active travel in Enfield would significantly improve the health and wellbeing of Enfield residents, not only through increased physical activity and associated reductions in mortality and morbidity but also through the reduction of crime, fear of crime and increasing residents' financial resilience.

Background Papers

None.