

20 mph Zone scheme at Parkfield Primary School NW4, incorporating vertical traffic calming measures and improvements including a School Keep Clear marking and sign and traffic sign amendments on Park Road and Sturgess Avenue.

Consultation responses and Officer Comments

Public consultation was undertaken on the scheme, between 21 September 2017 and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph speed limit order and raised speed cushions) there was no impact on parking or waiting and loading restrictions except for the new School Keep Clear markings on Sturgess Road. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 800 properties in and near the affected roads inviting comments or objections.

1.1 The scheme as consulted is shown on Consultation Drawing No. C2017_BC/000864-25-100-01 and incorporated:

- A 20mph speed limit on roads surrounding Parkfield Primary School;
- 20mph zone entry signs and 30mph zone exit signs. The entry signs include a panel at the bottom which could feature a zone 'identity' designed by the children who attend Parkfield Primary School. Signs will be mounted on a yellow backing board;
- An upgrade of the existing crossing point on Park Road close to the junction with St. David's Place. The crossing point will have dropped kerbs and tactile paving on each side of the footway as well as on the central refuge island;
- Kerb buildouts to narrow the carriageway, with associated crossing points including dropped kerb, tactile paving and reflective marker posts, on Park Road east and west of the junction with Mount Road;
- Two vehicle activated signs (VAS) modified to trigger at speeds in excess of 20mph.
- New road markings depicting '20' will be strategically placed on the road surface to remind drivers they are in a 20mph zone;
- New School 'Keep Clear' markings on the north side of Sturgess Avenue (31.56m long) close to the junction with Dallas Road. Accompanying signs will display the restriction 'No stopping, Monday to Friday, 8am – 9.30am, and 2.45pm – 4.15pm', on Entrance markings;
- Upgrade of school patrol warning signs to include the sub plate 'School', mounted on yellow backing boards;
- One existing school patrol sign to be replaced with 'Zebra crossing ahead' sign;
- Upgrade of existing double bend sign to include the sub plate 'Reduce speed now', mounted on yellow backing board;
- Eight cycle friendly road humps on Sturgess Avenue;
- Six cycle friendly road humps on Park Road;
- Two cycle friendly road humps in each of Dartmouth Road, Bertram Road and Sevington Road.

The proposal will have no impact on existing parking measures except where the School Keep Clear markings are proposed which will result in the loss of 5 parking spaces (existing waiting restriction Mon-Sat 10am – 6.30pm).

1.2 Only ten responses to the consultation were received. Of the responses:

- 6 expressed support for 20mph scheme generally.
- 4 of these expressed support for the proposed scheme but asked for part of Dallas Road between Sturgess Avenue and Park Road to be included.

- 2 of these expressed support for the scheme but wanted road humps on Audley Road also.
- 4 objected to the scheme in general.

More detail is provided in the table below.

Number of similar responses	Consultation response (summarised)	Officer comment
4	Totally supportive of the scheme as it will improve the safety for children, however residents have expressed concern that Dallas Road between Park Road and Sturgess Avenue was not included.	Once the scheme is implemented further studies will be carried out to ascertain the effectiveness of the 20 mph zone. It would not be practical at this stage to make part of Dallas Road 20mph, however, it may be considered as part of a future consultation.
2	Totally supportive of the scheme as it will improve the safety for children, however residents have expressed concern there are no road humps on Audley Road.	Audley Road has a number of disabled bays and continual dropped kerbs fronting people's properties, making it impractical to have full width humps. A single speed cushion would encourage vehicles to veer into vacant parking bays. There will be 20 mph signage and additional 20mph roundels marked on the carriageway, the situation will be monitored once the scheme is in place.
1	Resident believes road humps will cause damage to residents vehicles. Resident requested accidents statistics for the last 5 years.	Approached at the correct speed (20mph) road humps will not have any impact on vehicles, residents or otherwise. Resident was sent the accident statistics available to us, these being between 01/06/2010 and 31/05/2015.
1	Resident agrees with the 20mph speed limit and all other aspects of the scheme except for the road humps, resident questioned the council's policy on vertical traffic calming measures.	Mean and 85% speeds on Park Road and Sturgess Avenue show that without vertical measures it is unlikely vehicles would comply with the 20 mph speed limit. Barnet Councils Policy on vertical measures is as follows: The Committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14th July 2016. The Environment Committee, having considered the report on the Traffic

		<p>Calming resolved: <i>'That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:</i></p> <p><i>'Generally this Council opposes the use of vertical traffic calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required'.</i></p> <p>Ward Members have been notified on the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this area.</p>
1	Resident did not agree with either the road humps or the junction narrowing on Park Road junction with Mount road on the grounds that they will be a hindrance, will damage tyres, will prolong journey time for residents and will affect accessibility.	The aim of having a 20mph zone especially around schools is to slow traffic down which will increase safety for children and all other road users. Approached at the right speed, road humps will have no detrimental effect on vehicles.
1	Resident feels the installation of road humps is unnecessary and would prefer a part time system of flashing warning lights only during school times	Barnet council does not support part time 20mph zones, the system of flashing warning lights can be intrusive for residents and the tendency is for vehicles to ignore the intermittent speed limit..