



## Finchley and Golders Green Area Committee

**15 February 2018**

<b>Title</b>	<b>Road Safety on Squires Lane (Manorside and Tudor Schools), N3 – Review of Consultation Responses July 2017</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Finchley Church End, West Finchley and Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Consultation Drawing No. C2016-BC000874-27-CONS-01 Appendix 2 – Summary of objections
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### Summary

A proposal was developed to introduce a Zebra Crossing and 20 mph speed limit with associated traffic calming measures along Squires Lane. Statutory consultation has been undertaken and this report summaries the objections received to the proposal and determines whether the proposals should be introduced or not, and if so, with or without modification. The proposal is to reduce speed along the whole length of Squires Lane as well as provide safer crossing point for pedestrians around Manorside and Tudor Schools, including local school children, and improve sightlines and safety.

## Officers Recommendations

1. That the Finchley and Golders Green Committee, having considered the responses including the objections as set out in Appendix 2 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to proceed with and fully implement the scheme, as per the original proposal shown in the consultation drawing No. C2016\_BC/000874-27-CONS-01.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 This report is to consider the responses to the proposed 20 mph speed limit along Squires Lane with associated traffic calming measures and the introduction of a humped zebra crossing (refer to Appendix 1-Consultation Drawing no. C2016-BC000874-27-CONS-01), as agreed on 27 April 2017 Finchley and Golders Green Area Committee. The committee is asked to note that there were a number of objections received to the proposals and these are set out in Appendix 2.
- 1.2 The Committee will be aware that vertical traffic calming measures are generally not favoured in the Borough but can be appropriated in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:  
  
*‘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:  
‘Generally this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic 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’.*
- 1.3 Ward Members have indicated that they are in favour of the implementation of vertical traffic calming measures.
- 1.4 Options were reported to the Finchley and Golders Green Area Committee on 27 April 2017. It was resolved that the Committee agree to implement the safety scheme on Squires Lane, which included the vertical measures. The Committee agreed that if any objections are received as a result of the statutory consultation, the Strategic Director for Environment will, in consultation with ward members, consider and determine whether the agreed option should be implemented or not, and if so , with or without modification. In any event as objections where received to the vertical measures the scheme is being reported back to the Area Committee for a confirmation on the agreed way forward.
- 1.5 Public consultation was undertaken on the scheme, 29 June 2017 and 20 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 425 properties in the affected road inviting comments or objections.

1.6 The scheme as consulted is shown on Appendix 1-Consultation Drawing No. C2016-BC000874-27-CONS-01 and incorporated:

- a) Introduction of a 20 mph speed limit along Squires Lane, from Station Road to Bow Lane;
- b) Introduction of a humped zebra crossing on Squires Lane near to Avondale Road junction (refer to Detail 1 on the enclosed drawing);
- c) Removal of the mini-roundabout at Queen's Avenue/Squires Lane/Dickens Avenue. A new layout of the road has been proposed, that includes kerb build-outs and the installation of a raised table covering the whole junction (refer to Detail 2 on the enclosed drawing);
- d) Installation of 75mm high speed cushions on Squires Lane at the railway bridge close to Rosemary Avenue;
- e) Installation of round top 75mm high humps on Squires Lane at the following locations:
  - close to numbers 199-201.
  - close to numbers 31-33.

Please note, this measure will not affect existing parking at these locations

- f) Provision of 'No waiting at any time' (double yellow lines) at Avondale junction (refer to Detail 1 on the enclosed drawing);
- g) Removal of existing 'No waiting Mon-Fri 8am-5.30 pm' (single yellow line) waiting restrictions and unrestricted parking bays" from numbers 145 to 153 and no. 128 on Squires Lane to accommodate the measures outlined in B above (refer to Detail 1 on the enclosed drawing);
- h) Extension of hatch road markings at the uncontrolled crossing near Heatherton Terrace, which would reduce the size of the unrestricted parking bay at numbers 186 and 227 on Squires Lane (refer to Detail 3 on the enclosed drawing);
- i) Other minor works as per installation of two new school warning signs at Long Lane junction and replacement of existing warning signs at Queen's Road and Abingdon Road.

1.7 142 responses were received:

- 111 support for the proposed scheme.
- 25 supported parts of the proposal (20 mph speed limit and traffic calming measures) but opposed other parts (zebra crossing due to removal of parking spaces).
- 1 objected to provision of the zebra crossing (loss of parking).
- 1 made a comment/request about a location nearby only. Etchingam Park Road junction with Squires Lane.
- 1 made a comment/request about a location nearby only. Extension of the 20 mph speed limit to Manor View.
- 1 objected to provision of humps (cyclist).
- 1 objected to provision of zebra crossing, humps and extension of hatching
- 1 expressed concerns regarding high speed at Squires Lane at the railway bridge.

1.8 The concerns are set out in more detail in Appendix 2. Having considered all the representations received, it is recommended that the project proceed, without

modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

## **2 REASONS FOR DECISIONS**

- 2.1 The proposal is recommended as the scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and schools. The objections to the provision of vertical measures as part of scheme are not considered to outweigh the benefits of addressing the raised concerns as this measure will ensure greater compliance with the 20mph limit. Regarding the objections received to the zebra crossing are primarily concerned with the local impact on residents nearby, especially with the loss of parking, which are similar to the impacts for any zebra crossing. These objections are not considered to outweigh the benefit of addressing the concerns about crossing Squires Lane around Menorah Primary School raised through the School Travel Plan process.

## **3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 Omission or relocation of the zebra crossing from the proposal.
- 3.2 Omission of speed cushions and humps from the proposal.
- 3.3 Not proceed with entire scheme.
- 3.4 Introduce additional elements to the scheme.

## **4 POST DECISION IMPLEMENTATION**

- 4.1 Once the decision is approved detailed design will be completed and residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented by the end of March 2018 or at the beginning of April 2018.

## **5 IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

- 5.2.1 Transport for London (TfL) provide core funding for implementation of a borough Local Implementation Plan (LIP) 2017/2018 programme, which is in the Council's capital programme at £4.857m. It includes a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.

- 5.2.2 The proposals in this report would be introduced using funding from that programme – specifically, the budget for School Travel Plan schemes, which has a budget of £400,000. Depending on the detail design the entire scheme would cost between £150,000 and £180,000. No additional funding is required from the Area Committee Budget to implement this scheme.
- 5.2.3 The works will be carried out under the existing LOHAC (London Highways Alliance) term maintenance contractual arrangements and through the Council's internal DLO contractor.
- 5.2.4 The necessary road markings and associated signage will require on-going routine maintenance.

### **5.3 Social Value**

None in the context of this report.

### **5.4 Legal and Constitutional References**

- 5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on traffic 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.
- 5.4.4 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships details the terms of reference of Area Committees which includes: 1) Responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

### **5.5 Risk Management**

- 5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, these are assessed as low.

### **5.6 Equalities and Diversity**

- 5.6.1 Section 149 of 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.

- 5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Corporate Parenting**

- 5.7.1 Not applicable in the context of this report

## **5.8 Consultation and Engagement**

- 5.8.1 A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

## **5.9 Insight**

- 5.9.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

- 6.1 Finchley and Golders Green Area Committee 27 April, Item 12.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9313&Ver=4>
- 6.2 Finchley and Golders Green Area Committee 30<sup>th</sup> March 2016, Item 10, Appendix A.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8267&Ver=4>
- 6.3 Finchley and Golders Green Area Committee 30<sup>th</sup> November 2016, Item 11.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9085&Ver=4>