

	ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER 11 July 2017
Title	Holly Park School – 20mph scheme
Report of	Commissioning Director - Environment
Wards	Coppetts
Status	Public
Enclosures	Appendix A - Drawing Number BC000864-34 – Holly Park School 20mph
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Summary

A proposal was developed to introduce a 20mph zone in the area surrounding Holly Park School. Statutory consultation has been undertaken and this report summarises the objections and comments received to the proposal and determines whether the proposals should be introduced or not, and if so, with or without modification.

Recommendations

1. That having considered the objections received to the statutory consultation on the proposals outlined in this report, that Officers should implement the Holly Park School 20mph scheme as per the original proposal in Drawing number C2016_BC/000864_34.

1. WHY THIS REPORT IS NEEDED

- 1.1 In April 2014 the then Cabinet agreed recommendations of the 20mph zone Task and Finish Group for Schools to be able to 'opt-in' to provision of a 20mph zone. Funding for this purpose from Barnet's Local Implementation Plan (LIP) funding allocation has been approved by Transport for London, and schools that have identified 20mph measures through their school travel plan have been identified and prioritised for use of this to introduce schemes.

- 1.2 Holly Park School was among the schools identified and a scheme was developed to provide a 20mph area around the school to create a safer environment. Due to the close proximity of neighbouring schools, the extent of the 20mph zone was expanded to incorporate the approaches to St John's CoE Primary School, Friern Barnet School and Teddies Nursery.
- 1.3 A proposal was developed to incorporate the following engineering measures:
- i. A 20mph speed limit on roads surrounding Holly Park School, Friern Barnet School and St Johns C of E Primary School
 - ii. 20mph road markings
 - iii. Vehicle activated 20mph signs in Beaconsfield Road and The Crescent
 - iv. Improvements to road markings in the area including additional centre line markings
- 1.4 Ward Councillors were consulted on the proposals and did not raise any objections. A public consultation was undertaken on the scheme for a period of four weeks from 8 December 2016, incorporating the statutory consultation and noticing requirements for the proposed traffic order changes. A letter and plan outlining the proposals were distributed to over 1000 properties in the local area. The proposals were also advertised in notices published in the local press newspapers and the London Gazette. In addition, similar notices were erected on-street in the vicinity of the affected roads inviting comments or objections.
- 1.5 Eighteen responses were received from local residents during the consultation, including a response from Friern Barnet and Whetstone Residents Association outlining residents' comments and concerns. Of the responses received five supported the scheme, eleven were in favour but also had comments or concerns and there were two objections to the scheme.
- 1.6 Those residents in favour of the proposals commented that they were concerned about speeding and rat running in the area and that they welcomed the introduction of a 20mph speed limit.
- 1.7 **Objection1:** The scheme will worsen the traffic problem in the area and considers that the money should be spent on improving parking in the area at school times.
Response: The scheme is aimed at reducing vehicle speeds and improving overall safety in the area and is not considered likely to lead to an increase in traffic in the area. The comments regarding parking problems in the area will be passed to the Parking Enforcement Team.
- 1.8 **Objection2:** That they do not approve of speed humps in the area as they will increase air pollution. The traffic already moves slowly due to school time congestion. Concerned that the scheme is expensive to put in place and that funding should be spent elsewhere.
Response: The scheme design includes the provision of 20mph signs, including vehicle activated signs and road markings. Speed humps or cushions are not being proposed as part of this scheme. The scheme is being

funded from Local Implementation Plan funding which is provided by Transport for London to address a range of transport issues and has been approved by the Environment Committee.

- 1.9 A response was received from Friern Barnet and Whetstone Residents Association incorporating comments received from local residents, which included a request to extend the zone to include the northern part of Bethune Avenue, The Ridgeway, Park Way and Gresham Avenue. There was also a suggestion to install one way working on the stretch of Bethune Avenue between The Crescent and Holly Park Road. The comments also included a request for more active enforcement of the waiting restrictions in close proximity to the schools during peak times and a concern about obstructive parking on The Ridgeway at the junction with Friern Barnet Lane.
- 1.10 Several responses were received from residents who were generally in favour of the scheme but also had additional comments or concerns regarding the proposals. Several of the comments related to concerns about how the 20mph speed limit will be enforced with some residents requesting that speed cameras are installed in addition to the measures being proposed. Other comments received include the following:
- A suggestion to install double yellow lines at the junction of Friern Barnet Lane and Glenthorne Road, and the junction of Holly Park Road and Glenthorne Road to improve visibility and reduce congestion at these junctions.
 - Concerns about the increase of traffic in the area and local roads being used as rat runs. Many roads in the area are used as a cut through to avoid the traffic lights at the junction of Friern Barnet Road and Colney Hatch Lane
 - Concerns about inconsiderate parking at school drop off and pick up times
 - A request for additional zebra crossings in the vicinity of the school.
 - A request to extend the zone to include The Ridgeway within the 20mph zone.
 - Concerns about vehicle speeds on Friern Barnet Lane on the approach to the zebra crossing by Friary Park and a request for additional measures here too.
 - Concerns about speeding on Beaconsfield Road and a request to install additional vehicle activated signs and speed humps.
 - A request for controlled parking to deter commuter parking in the area.
- 1.11 The requests for additional traffic management or parking measures are outside of the scope of this scheme however they have been identified as potential future schemes for consideration and prioritisation. Requests for additional enforcement will be referred to the Enforcement Team for consideration.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The objections received to this proposal were at least in part related to the perceived cost rather than the measures themselves.
- 2.2 Comments were received requesting that the zone be extended to include the whole of Bethune Avenue and adjacent roads such as The Ridgeway and Park Way and a petition was submitted and discussed at the Chipping Barnet Residents Forum in January 2017. The petition was escalated to the Chipping Barnet Area Committee in March 2017 for consideration. Extending the scheme would involve additional design and consultation before the proposal could be implemented and the Committee resolved that the Commissioning Director for Environment should consult separately on an extension of the 20mph limit to include The Ridgeway and adjoining roads.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options could be to amend or abandon the proposal. There have been requests to extend the zone to include adjacent roads such as The Ridgeway and Park Way, however if these roads were to be included it would involve additional design and consultation before the proposed zone could be implemented. It is therefore recommended to look at this separately and design and consultation is programmed to progress this request this financial year.

4 POST DECISION IMPLEMENTATION

- 4.1 The original scheme will be implemented as soon as practicable.

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.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.1 The budget estimate for construction of the proposal is £35,000 and provision is made within the 2017/18 Local Implementation Plan (LIP) funded work programme to deliver this scheme.
- 5.2.2 Procurement will be via the term LoHAC contract with Conway/Aecom and the PFI street lighting agreement.

5.3 Legal and Constitutional References

- 5.3.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.3.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.3.3 The Traffic Management Act 2004 places obligations 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.
- 5.3.4 The Constitution section 15 Responsibility for Functions (Annex B – Scheme of Delegated Authority to Officers provides that Chief Officers can take decisions to discharge the functions allocated to them or dealt with by them or their staff, except for matters specifically reserved to, Committees or Council.

5.4 Risk Management

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

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.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services.

Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and

from school and those escorting them.

5.6 Consultation and Engagement

5.6.1 A statutory consultation has been undertaken as set out in section 1.4 and this report deals with the objections and comments received.

6 BACKGROUND PAPERS

6.1.1 Cabinet on 2 April 2014 (Item 6)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MIId=7519&Ver=4> resolved:

That Cabinet support recommendations 1, 2, 3 and 4 of the Task and Finish Group, subject to the clarification that all community groups, including emergency services, may request 20MPH zones and would also be included in the consultation process.

6.1.2 Report to the Environment Committee 27 January 2015.

<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MIId=8593&Ver=4>

6.1.3 Report to the Environment Committee March 2017.

<https://barnet.moderngov.co.uk/documents/g8593/Printed%20minutes%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=1>

6.1.4 Chipping Barnet Residents Forum Issues List January 2017

<https://barnet.moderngov.co.uk/documents/s37534/Issues%20List%20with%20Replies.pdf>

Chipping Barnet Area Committee March 2017

<https://barnet.moderngov.co.uk/documents/g9130/Printed%20minutes%2008th-Mar-2017%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

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:

Having considered the objections received to the statutory consultation on the proposals outlined in this report, to proceed with the implementation of the scheme as per the original proposal shown in the consultation drawing No. BC000864-34.

Signed



Date

11 July 2017

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