



**Finchley and Golders Green  
Area Committee  
14 November 2017**

<b>Title</b>	<b>Moss Hall Schools - Safety Improvement Scheme Nether Street, N3 - Review of Consultation responses</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	West Finchley
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Copy of Consultation Letter and Drawing No. C2016-BC000874-20-CONS-01
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### Summary

This report details the results of consultation for the Safety Improvement Scheme around Moss Hall Schools including raised tables and tactile paving on Nether Street. The consultation raised concerns regarding the proposal for the two raised tables. This report considers the objection and asks the Committee to determine the way forward.

### Decisions

1. That the Finchley and Golders Green Area Committee notes the results of the formal consultation as set out in this report.
2. That the Finchley and Golders Green Committee authorises the Strategic Director for Environment to instruct Officers to implement the scheme as per the original proposal detailed on C2016-BC000874-20-CONS-01.
3. That the Finchley and Golders Green Committee notes that the funding for the scheme is included in the Local Implementation Plan (LIP) 2017/18 budget to introduce the approved Option.

## **1. WHY THIS REPORT IS NEEDED**

1.1 The purpose of this report is to consider objections to the two proposed raised tables on Nether Street between West Finchley Underground Station and Moss Hall Infant and Junior Schools and the introduction of tactile paving at the Essex Park junction (refer to Appendix 1-Drawing no. C2016-BC000874-20-CONS-01).

### **1.2 Scheme Background**

1.2.1. In February 2016, a resident consultation was carried out regarding a proposal for a raised table junction at Essex Park/Nether Street junction.

1.2.2. That proposal was accepted positively by the Schools and local residents. However, because works were proposed over LUL (London Underground) asset, additional studies need to be carried out by Transport for London (TfL) as per the 'Vehicle Incursion and Structural Assessment' by LUL. The study was expected to incur in additional cost (of around £10,000) and there was no assurance that the Council would be able to proceed with works after the study had been completed. As a result, it was agreed at a site meeting between Officers, the Schools and Ward Members on 6 December 2016 that new proposals for raised tables before or after the bridge should be designed. The final design of the scheme is attached in Appendix 1.

1.3 The new proposals outlined in this report were agreed with the Commissioning Team in June 2017.

1.4 A public consultation regarding the new proposals was carried out for three weeks from the 29 June 2017 and consultation material was distributed to 45 properties.

1.5 As part of the statutory process, notices outlining the proposals were published in the local Press, London Gazette and online via the Barnet Traffweb website. In addition, street notices were erected in the affected roads as well as letters which included associated plans being delivered to affected properties in close proximity to each of the proposals.

1.6 One representation was received from the community regarding the proposals, resulting in an objection summarised as follows:

- Opposes the proposed two raised tables due to the discomfort that these measures could cause for drivers and passengers. This representation supports the tactile paving.

1.7 Having considered the feedback to the consultation, Officer comments are as follows:

- As per Local Transport Note 1/07. Traffic Calming (Department of Transport.2007) sections 4.5.23 and 4.5.27:

*“4.5.23...It is important that humps are carefully designed and built to minimise discomfort for those travelling at appropriate speeds. The first consideration must be to ensure the hump dimensions are within those specified in the road hump regulations..”*

*“4.527. Therefore, although it is not possible to predict the effect of such forces on people with pre-existing spinal conditions, it was considered that vehicle occupants with healthy spines are very unlikely to be injured as a result of single or repeated traversing of road humps constructed to recommended dimensions.”*

1.8 The Committee should note 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 14 July 2016. The Environment Committee, having considered the report on the Traffic Calming, 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 other 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’.*

1.9 Ward Members have been notified about the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this location.

## **2 REASONS FOR DECISIONS**

2.1 The measures are required to create a safer environment on the area of study which includes 3 local schools.

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

3.1 As traffic and road safety issues have been identified, it was considered that action should be taken. Therefore, the option of doing nothing was not considered appropriate.

## **4 POST DECISION IMPLEMENTATION**

- 4.1 The measures proposed should be progressed to implementation by the end of March 2018 to provide a safe environment for all road users, especially students.
- 4.2 Residents of the affected properties and Ward Councillors will be advised of the outcome of the decision.

## **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 proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

- 5.2.1 The cost estimated is £25,000 as part of the Local Implementation Plan (LIP) 2017/18 funding within from the School Travel Schemes which has a full year allocation of £400,000.
- 5.2.2 The works will be carried out under the existing LOHAC term maintenance contractual arrangements and through the Council’s internal DLO contractor.
- 5.2.3 The necessary road markings and associated signage will require on-going routine maintenance.

### **5.3 Social Value**

- 5.3.1 None in the context of this report.

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

- 5.4.1 The Council’s Constitution, in Article 7, states that that Area Committees: “In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments” parks and trees.

5.4.2 Section 16 of the Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

## **5.5 Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

## **5.6 Equalities and Diversity**

5.6.1 Section 149 of the Equality Act 2010 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.

5.6.2 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Consultation and Engagement**

5.7.1 A statutory consultation has been carried out on the proposals and the affected Ward Councillors have been consulted.

## **6 BACKGROUND PAPERS**

6.1 15 March 2017 Environment Committee Report – LIP 2017/18

<http://barnet.moderngov.co.uk/documents/b29191/Local%20Implementation%20Plan%20LIP%20Appendix%202%203%20and%204%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=9>

6.2 14 July 2016 Environment Committee, Item 15 Traffic Calming Policy

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MID=8634#A17468>



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