

	<p>Finchley and Golders Green Area Committee 14 November 2017</p>
<p style="text-align: right;">Title</p>	<p>20mph scheme (including zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary School</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Childs Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Consultation Drawing No. GC2511-CAP-Z1-XX-DR-C-0001 Appendix: Consultation responses and Officer Comments</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jane Shipman, highwayscorrespondence@barnet.gov.uk; 020 8359 3555</p>

Summary

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

Recommendations

- 1. That the Finchley and Golders Green Area Committee, having considered the objections received to the statutory consultation on the proposals outlined in this report, as set out in the appendix attached, authorise the Strategic Director for Environment to instruct officers to proceed with the implementation of the scheme, generally as per the original proposal shown in the consultation drawing No. GC2511-CAP-Z1-XX-DR-C-0001, but with adjustments to provide smaller vehicle activated signs displaying a 20mph symbol rather than a school warning triangle symbol.**

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 St Agnes Catholic Primary School and Childs Hill Primary School were both among the schools identified and a combined scheme was developed to provide a 20mph area around these schools. St Agnes Catholic Primary School had separately been identified for the introduction of other measures associated with their school travel plan, including a pedestrian crossing facility on Somerton Road. This has been incorporated into the same scheme.
- 1.3 Traffic speeds on Somerton Road are sufficiently high that introduction of a 20mph speed limit alone is unlikely to lead to a reasonable level of compliance. Vertical traffic calming measures are already present on a number of other roads in the area. A proposal incorporating speed cushions on Somerton Road was shared with Childs Hill ward members and their views sought in October 2016. All three members agreed with the proposal.
- 1.4 Public consultation was undertaken on the scheme, between 8 December 2016 and 5 January 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph order and parking changes) and zebra crossing notice. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 875 properties in and near the affected roads inviting comments or objections.
- 1.5 The scheme as consulted is shown on Consultation Drawing No. GC2511-CAP-Z1-XX-DR-C-0001 and incorporated:
 - A 20mph speed limit on Somerton Road, Thorverton Road, Gillingham Road, Caddington Road, Dersingham Road, Purley Avenue, Sanderstead Avenue and Greenfield Gardens
 - Speed cushions in Somerton Road

- Relocation of 20mph Vehicle Activated Sign from Thorverton Road to Greenfield Gardens
- Vehicle activated school warning signs in Thorverton Road, Dersingham Road and Greenfield Gardens each side of the schools
- A zebra crossing on Somerton Road near the junction with Thorverton Road
- 20mph repeater signs (small standard speed limit signs) and 20mph road markings.

1.6 Only thirteen responses to the consultation were received. Of the responses:

- 1 expressed support for 20mph schemes generally.
- 5 expressed support for the proposed scheme (of these two also suggested adjustments).
- 2 supported parts of the proposal but opposed other parts (in part concerned about cost).
- 3 objected to provision of the zebra crossing on Somerton Road.
- 1 considered the scheme made no sense and was poorly targeted use of money
- 1 made a comment/request about a location nearby only. (Other requests also included requests to consider other work in the area or nearby).

A more detailed summary of the responses and comments is included as an appendix, together with officer commentary.

1.7 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 14th 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’.

1.8 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 location.

2. REASONS FOR DECISIONS

2.1 The objections received to the zebra crossing are primarily concerned with the local impact on residents nearby, 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 Somerton Road raised through the

School Travel Plan process. Commentary on the specific concerns raised is included in the appendix.

- 2.2 Objections to other elements of the scheme were at least in part related to the perceived costs rather than the measures themselves. The provision of speed cushions was considered undesirable by one respondent while another considered full width humps should be provided instead and also provided in Thorverton Road. The differing traffic speeds in the respective roads and hence the likelihood of compliance without additional measures has informed the location of speed cushions in the proposal, and is still considered appropriate in the light of the consultation responses.
- 2.3 Additional proposals were made within the area of the current proposal and elsewhere in the general area. Proposals within the area of this proposal included a number of proposals for introduction of one-way roads in the area. These are considered to be beyond the scope of the current scheme and would require additional consultation in their own right if they were to be developed in future but will be identified for consideration for a future scheme as for other scheme requests.
- 2.4 Subsequent detailed design work has identified that vehicle activated signs displaying a school warning sign would be too large to install on lamp-columns in the area. An alternative vehicle activated sign displaying a 20mph speed limit roundel could be installed on the columns however and is intended. This will avoid introducing significant numbers of additional posts for signs. Existing static school warning signs would also be retained or relocated in this case.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

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

4. POST DECISION IMPLEMENTATION

- 4.1 Once the decision is approved detailed design will be completed and the scheme introduced.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals 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 and reduces obesity 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

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

5.2.1 The budget estimate for construction of the proposal is £75,000 and provision is made within the 2017/18 LIP funded work programme to deliver this scheme.

5.2.2 Procurement will be via the term LoHAC contract with ConwayAecom and the PFI street lighting agreement.

5.3 **Social Value**

5.3.1 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 1984.

5.4.3 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 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.

5.4.4

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 would require management throughout the detailed design, implementation and construction work, assessed as low.

5.6 Equalities and Diversity

5.6.1 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

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

5.6.3 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

5.7 Consultation and Engagement

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

5.8 Insight

5.8.1 None in relation to this report.

6. BACKGROUND PAPERS

6.1.1 Cabinet on 2 April 2014 (Item 6)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MId=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 Environment Committee on 15 March 2017 (item 12)

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

1. The Committee approved the Local Implementation Plan (LIP) work programme for “Corridors, Neighbourhoods and Supporting Measures” as detailed in Appendices 1-4 of this report to be funded from the 2017/18 LIP allocation. [Appendix 3 of the report identifies work on the 20mph scheme for St Agnes RC School including Childs Hill School as address consultation comments and implement final proposal.]
