

20mph scheme (inc zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary School

Consultation responses and Officer Comments

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.

The scheme as consulted 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.

as shown on Consultation Drawing No. GC2511-CAP-Z1-XX-DR-C-0001.

13 responses were received.

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).

More detail is provided in the table below.

Number of similar responses	Consultation response (summarised)	Officer comment
1	General support for 20mph schemes.	Noted
5	Support for the scheme as a whole with or without additional comments or suggestions (suggested adjustments noted separately below)	Noted
3	Objection to the provision of the proposed zebra crossing for one or more of the reasons below: (a) Because the flashing yellow light from the crossing pole will cause	(a) Shields for the beacons will be incorporated into the detailed design. (b/c) Traffic will need to stop at the crossing from time to time (especially at times of higher

	<p>disturbance at night time.</p> <p>(b) Traffic will become unmanageable/ disrupt the flow of traffic / cause a backup of traffic</p> <p>(c) traffic will result in extra noise and exhaust fumes</p> <p>(d) Crossing will devalue property</p> <p>(e) Pedestrians congregating will make property access difficult and pavement width is not sufficient</p> <p>(f) Reduced parking spaces</p> <p>(g) Crossing is so close to a T Junction that it gives drivers turning the corner little time to react to people crossing and could be dangerous</p> <p>(h) few pedestrians cross at this location / one respondent suggested that the zebra crossing be located on the other side of the Thorverton Road junction where there are no houses fronting the street.</p>	<p>pedestrian activity) but officers do not consider that this would be exceptional.</p> <p>(d) The respondent's view is noted</p> <p>(e) Pedestrians waiting to cross may occasionally prevent immediate access to some properties, but as pedestrians at a zebra crossing have priority over vehicles any wait would be very short. The footway is not particularly wide, but not so narrow that this would be considered an issue. The design will be subject to a safety audit.</p> <p>(f) The proposal removes a resident permit holder parking place suitable for one to two cars operating Mon-Fri 10am-11am and a similar length of resident parking bay/pay-by-phone parking operating Mon-Fri 9am-5.30pm. There is considerable alternative provision in the area.</p> <p>(g) The crossing is located so as to meet design requirements related to proximity to junctions and will also be subject to a safety audit of the detailed design.</p> <p>(h) Locating the crossing as proposed means it is on the same side of Thorverton Road as the school, removing the need for school pupils to make two road crossings. Concerns about crossing Somerton Road is an issue raised via St Agnes School's School Travel Plan and the proposals seek to address these. An engineer and road safety education officer visited the site to observe school pupil movement and identified the proposed location as suitable to address this.</p>
1	<p>Support for 20mph but object to the plans for speed cushions and zebra crossing in Somerton Road as totally unnecessary, and a waste of sparse council money.</p> <p>Somerton Road is quiet vehicles rarely speed. Only busy is at school starting and finishing times when speeds constrained by school drop-off /pick-up traffic anyway.</p> <p>The introduction of speed humps would achieve nothing but more noise</p>	<p>Support for 20mph noted.</p> <p>Concerns about crossing Somerton Road and the speed of traffic are issues raised via St Agnes School's School Travel Plan and the proposals seek to address these.</p> <p>Mean speeds in Somerton Road are too high by a small margin to introduce a 20mph limit and expect reasonable compliance without introduction of any additional speed reducing measures. However speed</p>

	<p>and pollution from cars needing to change up and down gears to pass over them, which would be detrimental to the environment.</p> <p>The zebra crossing would be a waste of resources, as there is hardly ever any traffic in the road to warrant the use of the crossing. Very few school children attend the school from the direction that would use the crossing, those coming from Claremont Road would be very unlikely to walk past Thorverton Road to use the crossing and then walk back to Thorverton Road to access the school, and would doubtless continue to cross Somerton Road nearer the Claremont Road junction as they do today.</p> <p>Therefore I suggest that the scale of the proposal is scaled back to save money, and to enable the money to be spent on more worthwhile schemes.</p>	<p>cushions, which would minimise disturbance from any larger vehicles using the road and permit most vehicles to maintain a relatively constant speed, are considered a reasonable option in the circumstances.</p> <p>Locating the crossing as proposed means it is on the same side of Thorverton Road as the school, removing the need for school pupils to make two road crossings.</p>
1	<p>Considers Light up signs a good idea but: considers scheme will cost too much 20mph is only good for really small residential roads, and roads with schools. if you are going to make it 20mph then you wont need the speed bumps. A very good compromise is to have the 20MPH lighting signs and speed limit on the roads with schools (plus only in school hours) and to have the speed bumps on the bigger roads like Somerton Road</p>	<p>Mean speeds in Somerton Road are too high by a small margin to introduce a 20mph limit and expect reasonable compliance without introduction of any additional speed reducing measures.</p> <p>Speeds on other roads are already low enough that there is a reasonable expectation of compliance without this</p> <p>The scheme has been developed to cover roads outside the schools and in the immediate vicinity, while keeping this to residential roads. It applies at all times (activity around schools is not restricted to the conventional start and end of the school day).</p> <p>The proposal is slightly more extensive than the resident response would like to see, but is considered to be a reasonable way of balancing these types of issues.</p>
1	<p>Considers the proposal makes no sense at all & is poorly targeted council money. "We have a zebra crossing in Purley ave which works. The residents &</p>	<p>Funding is from budgets available for transport schemes only. Purley Avenue does not have a formal pedestrian crossing of any sort but in any case crossing Purley Avenue</p>

	parents drive reasonably & if we have he very occasional madcap young driver dashing through, he/she will continue to take risks.”	would not address crossing of Somerton Road where a crossing is proposed. Measures proposed for Purley Avenue are minimal (introduction of 20mph only) since reasonable compliance can be anticipate, as identified,
Suggested adjustment	Speed Cushions on Somerton Road will not be effective - humps would be better. Suggests Speed cushions/road humps should also be provided on Thorverton Road	Mean speeds in Somerton Road are too high by a small margin to introduce a 20mph limit and expect reasonable compliance without introduction of any additional speed reducing measures. However speed cushions, which would minimise disturbance from any larger vehicles using the road are considered a reasonable option in the circumstances. On Thorverton Road mean speeds are sufficiently low that a 20mph restriction without physical traffic calming measures can be introduced, with a reasonable expectation of compliance.
Suggested adjustment	Suggested that signage not be provided at the boundary with un-adopted roads (resident elsewhere in Barnet).	This is the current intention
Additional suggestions	5 suggestions for one-way restrictions in roads in the area, introduction of measures on Cricklewood Lane and/or Cricklewood Broadway	These are out of the scope of the proposal, but have been identified as potential future schemes for consideration and prioritisation. Improvements to the Cricklewood La/Cricklewood Broadway junction are expected as part of the Brent Cross Cricklewood development