

	<h2>Hendon Area Committee</h2> <h3>4 December 2017</h3>
<p style="text-align: right;">Title</p>	<p>20mph Scheme - Parkfield Primary School NW4</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>West Hendon</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. C2017_BC000864-25-100-01 Appendix 1: Traffic Speeds and Accident Summary Appendix 2: Consultation responses and Officer Comments</p>
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Summary

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

Recommendations

That the Hendon Area Committee having considered 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 instruct Officers to proceed with the scheme as per the original proposal shown in the consultation drawing No.C2017_BC000864-25-100-01. The Scheme is funded from 2017/18 LIP.

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 (TfL), 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 At the Environmental Committee Meeting on 15 March 2017 Parkfield Primary School was among the schools identified and it was agreed that Local Implementation Plan (LIP) funding be granted to develop a scheme to provide a 20mph area around this school. Parkfield Primary School is an academy within The Elliot Foundation Multi Academy Trust with the Trust acting as the Admissions Authority.

Traffic speeds on Park Road and Sturgess Avenue, adjacent to the school, are sufficiently high that the introduction of a 20mph speed limit alone is unlikely to lead to a reasonable level of compliance. Vertical traffic calming measures in the form of cycle friendly road humps are designed into this scheme not only on Park Road and Sturgess Avenue but also on Dartmouth Road, Bertram Road and Sevington Road. Road humps are preferable in these locations as they are not bus routes and whereas cushions may encourage vehicles to veer into vacant parking bays to avoid going over the cushion, full width road humps will not.

- 1.3 The scheme as consulted is shown on consultation Drawing No. C2017_BC/000864-25-100-01 and incorporated:
- A 20mph speed limit on roads surrounding Parkfield Primary School;
 - 20mph zone entry signs and 30mph zone exit signs. The entry signs include a panel at the bottom which could feature a zone 'identity' designed by the children who attend Parkfield Primary School;
 - An upgrade of the existing crossing point on Park Road close to the junction with St. David's Place. The crossing point will have dropped kerbs and tactile paving on each side of the footway as well as on the central refuge island;
 - Kerb build-outs to narrow the carriageway, with associated crossing points including dropped kerb, tactile paving and reflective marker posts, on Park Road east and west of the junction with Mount Road;
 - Two vehicle activated signs (VAS) modified to trigger at speeds in excess of 20mph;
 - New road markings depicting '20' will be strategically placed on the road surface to remind drivers they are in a 20mph zone;
 - New School 'Keep Clear' markings on the north side of Sturgess Avenue (31.56m long) close to the junction with Dallas Road. Accompanying signs will display the restriction 'No stopping, Monday to Friday, 8am – 9.30am, and 2.45pm – 4.15pm', on Entrance markings;
 - Upgrade of school patrol warning signs to include the sub plate 'School', mounted on yellow backing boards;

- One existing school patrol sign to be replaced with 'Zebra crossing ahead' sign;
- Upgrade of existing double bend sign to include the sub plate 'Reduce speed now', mounted on yellow backing board;
- Eight cycle friendly road humps on Sturgess Avenue;
- Six cycle friendly road humps on Park Road;
- Two cycle friendly road humps in each of Dartmouth Road, Bertram Road and Sevington Road;
- The proposal will have no impact on existing parking measures except where the School 'Keep Clear' markings are proposed which will result in the loss of 5 parking spaces (existing Mon-Sat 10.00am-6.30pm waiting restriction restriction).

- 1.4 The Committee should consider 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 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'.

Traffic speed surveys indicate that a 20mph limit without vertical traffic calming measures would not lead to compliance with 20mph criteria, especially along Park Road and Sturgess Avenue. There are 2 existing Vehicle Activate Signs (VAS) on Park Road which have not in themselves deterred speeding; the vertical traffic calming measures will reduce vehicle speeds at all locations.

- 1.5 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 area.
- 1.6 Public consultation was undertaken on the scheme, between 21 September 2017 and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph order and traffic calming road humps School Keep Clear's) Notices appeared in the Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 800 properties in and near the affected roads inviting comments or objections.
- 1.7 Only ten responses to the consultation were received. Of the responses:
- 6 expressed support for 20mph scheme generally;

- 4 of these expressed support for the proposed scheme but asked for part of Dallas Road between Sturgess Avenue and Park Road to be included;
- 2 of these expressed support for the scheme but also wanted road humps on Audley Road;
- 4 objected to the scheme in general.

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, with or 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 and for those who make use of the pedestrian footways. The objections received to the road humps are primarily concerned with the local impact on residents nearby, perceived car damage, speeding up between road humps, they consider that road humps and road narrowing are a 'hindrance' and affect resident's 'accessibility'. These objections are not considered to outweigh the benefit of addressing the concerns of speeding vehicles on Park Road, Sturgess Avenue, Dartmouth Road, Bertram Road and Sevington Road, raised through the School Travel Plan process. Commentary on the specific concerns raised is included in Appendix 2.

2.2 The differing traffic speeds in the respective roads and hence the likelihood of compliance without additional measures has informed the location of speed humps in the proposal, and is still considered appropriate in the light of the consultation responses.

3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.1 The Proposal as detailed in clause 1.3 but excluding measures in Sturgess Avenue. The lack of physical measures along Sturgess Avenue may well see vehicles using this as an alternative route to avoid the measures on Park Road which could lead to an increase in traffic speeds and traffic volume.

3.2 Provision of part time Vehicle Activated Signs on all approaches, the signs would display 20mph limit during school times and 30 mph at all other times. With no physical measures to control speeds outside specific times, traffic speeds may well return to their original levels.

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. The measures will be implemented during the 2017/2018 financial year.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The proposals will 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.

5.1.2 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 estimated budget for the proposed construction is £85,000 as part of the 2017/18 Local Implementation Plan (LIP) funding which has a full year allocation of £200,000 for the 20mph around schools.

5.2.2 Procurement will be via the term London Highways Alliance Contract LoHAC 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 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.

5.3.4 The Councils Constitution, in Article 7, states that the 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 and parks and trees.

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 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
- 5.5.2 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
- 5.5.3 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. The introduction of tactile paving at the informal crossing point would be compliant with the Equalities Act 2010 and benefit mobility impaired residents along with people with wheelchairs and pushchairs.

5.6 Insight

- 5.6.1 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 1.7 and this report deals with objections and comments received.

6 BACKGROUND PAPERS

- 6.1 Environment Committee on 15 March 2017 (Item 12)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8593&Ver=4> Appendix 3.- The Committee approved the Local Implementation Plan (LIP) work programme for 'Corridors, Neighbourhoods and Supporting Measures'..