

	<h2>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER</h2>
<p style="text-align: center;">Title</p>	<p>20mph scheme Deansbrook Infant & Junior Schools and Mathilda Marks Kennedy School</p>
<p style="text-align: center;">Report of</p>	<p>Strategic Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>Hale</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Enclosures</p>	<p>Consultation Drawing No. CS/81903/P102</p> <p>Post consultation General Arrangement Drawing CS/81903/P101</p> <p>Deansbrook & Mathilda Marks Kennedy Schools – 20mph proposal - consultation summary</p>
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Summary

A proposed scheme was developed to introduce a 20mph zone in the area surrounding Deansbrook Infant and Junior Schools and Mathilda Marks Kennedy School. (“the Scheme”) Statutory consultation has been undertaken and this report summarises the objections and comments received to the Scheme.

It identifies modifications to the Scheme as a result of the consultation, including the omission of a zebra crossing originally proposed

Decisions

- 1. To revise the proposed 20mph Scheme for Deansbrook Infant and Junior School and Mathilda Marks Kennedy School in response to consultation feedback by omitting a zebra crossing on Hale Drive, adding additional Vehicle Activated signs in Hale Lane and Hale Drive and make other minor adjustments to the Scheme as consulted on.**
- 2. To proceed with implementation of the 20mph Scheme for Deansbrook Infant and Junior School and Mathilda Marks Kennedy School as shown on the appended post-consultation General Arrangement Drawing CS/81903/P101 including making of traffic orders for the 20mph restrictions and “at any time” waiting restrictions.**

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 Deansbrook Infant School and Mathilda Marks Kennedy School were both among the schools identified and a combined scheme was developed to provide 20mph areas around these schools and Deansbrook Junior School (on the same site as Deansbrook Infant School). Deansbrook Infant School had separately been identified for introduction of other measures associated with their school travel plan, including a pedestrian crossing facility on Deansbrook Road.
- 1.3 Public consultation was undertaken on the Scheme, between 17 November 2016 and 8 December 2016 incorporating the statutory consultation and notice requirements for the proposed traffic order 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 330 properties in and near the affected roads inviting comments or objections.
- 1.4 18 resident responses were received plus a petition from 40 individuals (from 35 addresses) in Hale Drive. There was limited overlap between petitioners and individual respondents. 2 individual respondents also signed the petition and a third is probably from the same household as someone who signed the petition.
- 1.5 The petition was reported to the Hendon Area Committee on 24 January 2017 where the chairman noted that the petition had been incorporated with the consultation responses and would be considered in reaching a decision on introduction of the Scheme consulted on.

- 1.6 **Zebra crossing** The petition objected to provision of the zebra crossing in Hale Drive on the basis that: it would be out of keeping with street; would reduce parking for residents and push parking further along street; the belisha beacons would cause disruption to immediately affected residents; groups of people crossing would cause greater inconvenience to residents; it would cause traffic hold-ups and/or increased speeds where parking was not occurring; benefits would mainly apply for a very short period each day; it is not an accident blackspot and the loss of a tree was considered unacceptable.
- 1.7 5 separate objections to the zebra crossing for similar reasons were received (2 of these were from petition signatories and 1 likely from same household as a petition signatory).
- 1.8 2 responses were received supporting or agreeing with the zebra crossing. 1 response was received from the Deansbrook Junior School Head Teacher expressing general support for the Scheme.
- 1.9 **20mph** One objection and a number of concerns and comments were related to the vehicles not being able to exceed 20mph in some roads, at least at school times.
- 1.10 One objection and a number of concerns and comments were related to the 20mph restriction on Hale Lane as it was felt that it would not be observed or be difficult to comply with so become a trap for motorists.
- 1.11 Other residents and respondents asked for extensions to the 20mph area.
- 1.12 No objections were raised in relation to the double yellow line waiting restrictions proposed at the junction of Sefton Avenue and Deans Lane.
- 1.13 Detailed information on the consultation responses and officer comments on these are included as an appendix.

2. REASONS FOR RECOMMENDATIONS

- 2.1 With regard to the introduction of a zebra crossing the resident consultation revealed a considerable level of concern regarding the use and impact of such a crossing. Alternative suggestions were made that might reasonably be considered as part of future School Travel Plan engineering measures. The limited objective need for a zebra crossing (given the current congested traffic conditions in Hale Drive at school times and the limited traffic and pedestrian use that could be expected at other times), and the high level of concern regarding adverse impacts on residents is such that removal of the zebra crossing from the Scheme is intended.
- 2.2 Without the presence of the zebra crossing, additional vehicle activated signs to help maintain drivers' awareness of the zone and presence of schools are also intended.

- 2.3 With regard to the 20mph in roads surrounding the Deansbrook Schools it is probably the case that vehicles are not able to exceed 20mph at school times on a number of these roads. However school related movements are not restricted to the traditional start and end of the school day and even when it is not possible to exceed the speed limit the signs will help to alert drivers to the different conditions around the school. The existing character of the road and existing speeds are such that reasonable levels of compliance with the new restriction can be expected.
- 2.4 With regard to the 20mph restriction on Hale Lane near Mathilda Marks Kennedy School current vehicle speeds especially eastbound are higher than would be ideal to achieve a reasonable level of compliance without other measures, so it is proposed to introduce an additional Vehicle Activated Sign to support the 20mph speed limit on this stretch.
- 2.5 With regard to potential extensions to the area covered by 20mph restrictions it is considered that keeping the speed limit close to the schools will help ensure that drivers can see a reason for the limit so encouraging compliance. Extension of the restriction would require further consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Other options include installing the Scheme without modification, increasing or reducing the extent of the 20mph area, introducing other measures to support the 20mph restrictions. Some of these would require further consultation if they were to proceed.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the decision has been approved the detailed design of the Scheme will be finalised and the Scheme implemented.

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 Scheme also helps 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 cost of the Scheme is £45,000 and will be funded from the 2017/18 LIP programme which has a scheme allocation of £200,000 for 20 MPH Around Schools 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 Not applicable 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 provides at article 9 that Chief Officers (including Strategic Director for Environment) have delegated powers in respect of all matters which are not key decisions, not reserved for decision by the Council or by a Committee of the Council to make decisions and approve expenditure relating to their functions and the functions of their Department, providing that the sum expended is within the approved budget for the Department and/or relevant portfolio, and the amount in relation to any single matter does not exceed £165,000.

5.5 Risk Management

5.5.1 The decisions involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations. A decision to proceed with introduction of the zebra crossing is likely to generate significant levels of local concern from local residents who have petitioned against it and potential reputational damage.

5.5.2 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.

5.6 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

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

5.6.2 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. Inclusion of the zebra crossing in the proposal would provide slight additional advantages to these groups in particular but would adversely affect residents generally.

5.6.3 Consultation respondents have identified in their detailed responses that displaced parking is likely to affect vehicle access to properties including access for some older or disabled residents who rely on patient transport or door to door transport services. Omission of the zebra crossing is considered to have only minor adverse impacts on children and their escorts but advantages for these other protected groups, and would avoid a possible source of friction between residents and the school community.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

5.8.1 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 Not applicable in the context of 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:

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 Deansbrook Infant School [including Mathilda Marks Kennedy School] as “address consultation comments and implement final proposal.”

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. The decision is compliant with the principles of decision making in Article 10 of the constitution.*



Jamie Blake
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29/01/2018