

	<p>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER November 2017</p>
<p style="text-align: right;">Title</p>	<p>Mill Hill Foundation – 20mph Scheme</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director – Environment</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Drawings BC000864-20-CONS-001 to 003</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake : Strategic Director - Environment Highwaycorrespondence@barnet.gov.uk Tel: 020 8359 3555</p>

Summary

A proposal was developed to introduce a 20mph zone in the area surrounding Mill Hill Foundation Schools The Ridgeway, NW7 between Lawrence Street junction and approximately 130 metres from St Vincent Lane junction as shown on Drawing number BC000864-20-CONS-001 TO 003. Statutory consultation has been undertaken and this report summarises the objections and comments received to the proposal and determines whether the proposals should be introduced or not, and if so, with or without modification.

Decisions

1. That having considered the objections received to the statutory consultation on the proposals outlined in this report, the Strategic Director – Environment should instruct Officers to implement the Mill Hill Foundation 20mph scheme as per the proposal in Drawing number BC000864-20-CONS-001 to 003.

1. WHY THIS REPORT IS NEEDED

- 1.1 In April 2014, the Cabinet Member for Environment agreed recommendations of the '20mph Zone Task and Finish Group' that Schools would be able to 'opt-in' to the provision of a 20mph zone. Potential 20mph schemes identified through the Schools' individual School Travel Plans have been prioritised and allocated funding from Barnet's Local Implementation Plan (LIP) funding allocation, for 2017/18 for 20 mph zones approved by Transport for London (TfL).
- 1.2 The Mill Hill Schools Foundation (which include Belmont Mill Hill Preparatory School, Grimsdale Mill Hill Pre Preparatory School, Mill Hill School and Mill Hill International School), St Pauls Church of England Primary School and St Vincent's Catholic Primary School are all amongst the schools identified that would particularly benefit from the installation of a 20mph Scheme and a combined scheme was developed to provide a 20mph area around these schools.
- 1.3 A proposal has been developed to incorporate the following engineering measures for Mill Hill Foundation 20mph Scheme ("the Scheme"):
 - A 20mph speed limit on the roads surrounding Mill Hill Foundation;
 - New 20 mph and 30 mph gateway signs and dragon teeth road markings at Holcombe Hill Junction, approximately 63 metres from St Vincent Catholic Primary School entrance and approximately 64 metres from Mill Hill International School entrance at Milesplit Hill;
 - New 'SLOW DOWN' vehicle activated signs (VAS) on The Ridgeway;
 - Replace existing school signs with new flashing 'LED' school warning signs.
 - Antiskid surfacing at the bend at The Ridgeway between Lawrence Street and Holcombe Hill and approaching existing zebra crossing at The Ridgeway junction with High Street.
- 1.4 Ward Councillors were consulted on the Scheme and no objections were raised. A public consultation was undertaken on the Scheme for a period of 4 weeks from 8 June 2017, incorporating the Statutory Consultation. A letter and plan outlining the Scheme was distributed to 235 properties and schools in the local area. The proposals were also advertised in the local newspapers and the London Gazette. In addition, notices were erected on street in the vicinity of the affected roads inviting comments.
- 1.5 A total of 22 responses were received from local residents during the consultation period, including responses from the surrounding area of The Ridgeway, Mill Hill Schools Foundation, High Street Residents Association and Mill Hill Neighbourhood Forum. Of the responses received 13 supported the scheme but 11 were received with additional comments raising the parking issue in the area opposite Belmont Mill Hill Preparatory School, High Street and

St Vincent Lane junction. There were 6 objections to the proposals and 3 representations did not express an overall support or objection to the proposed scheme.

- 1.6 A more detailed summary of the responses and comments is included as an Appendix 1, together with officer responses.

2. REASONS FOR DECISIONS

- 2.1 In term of the number of responses received, there were more responses in favour of the proposal.
- 2.2 The Scheme aligned with the school travel plan for Mill Hill School Foundation and schools in the area to encourage pupils to walk to school.
- 2.3 Schools at the Ridgeway welcomed traffic calming measures for The Ridgeway with the introduction of a 20mph speed limit.
- 2.4 Speed survey result showed the speed is above 20mph outside school drop off and pick up period as the scheme is also aimed to provide a safer environment at The Ridgeway.
- 2.5 Suggestions within the area of this Scheme included a number of proposals for introduction of a one-way system at The High Street and a waiting restriction on the bend area opposite Belmont Mill Hill Junior School. These are currently considered to be beyond the scope of the current scheme and would require additional consultation in their own right if to be developed in the future but will be identified for consideration for a future scheme as for other scheme requests.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1 Alternative options could be to amend or abandon the Scheme. There have been requests to introduce a parking restriction on The Ridgeway opposite Belmont Mill Hill Preparatory School and for a one-way system at the High Street. If these requests are to be considered, it would involve additional design consultation and traffic regulation order application before the mentioned request could be implemented. It is therefore recommended to look at this separately where additional traffic regulation order application, design and consultation are required to progress these requests.

4. POST DECISION IMPLEMENTATION

- 4.1 The Scheme will be implemented as soon as practicable and the local residents, schools and Ward Councillors will be informed of the outcome of the decision.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Scheme will particularly help to address the Corporate Plan 2015-2020 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 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.

- 5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.1 Funding for the Local Implementation Plan (LIP) has been approved by TfL for financial year 2017/18.

- 5.2.2 The estimated budget for the implementation of the Scheme is £ 50,000.00 and will be funded as part of the 2017/18 Local Implementation Plan (LIP) 20mph Around Schools scheme which has an allocation of £200,000.

- 5.2.3 Procurement will be via the term London Highways Alliance Contract (LoHAC) with Conway/Aecom and the Private Finance Initiative (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 regulate traffic in the interest of safety and to preserve or improve the amenities of the area through which the road runs under the Road Traffic Regulation Act

1984 (“the 1984 Act”). The 1984 Act places a duty on the Council as traffic authority to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians.

- 5.3.3 The Constitution at Article 10 – Decision Making provides at 10.5 Decision Making by Chief Officers that Chief Officers have delegated authority to make decisions in accordance with the powers delegated (see Article 9). Article 9 states that Chief Officers have delegated powers in respect of all matters which are not reserved for decision by the Council or by a Committee of the Council.

5.4 Risk Management

- 5.4.1 The issues involved in this report are not likely to raise significant level of public concern or comment or give rise to policy considerations.
- 5.4.2 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.

5.5 Equalities and Diversity

- 5.5.1 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
- 5.5.2 The broad purpose of this duty is to integrate considerations of equality into day-to-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. It is not considered that it will particularly disadvantage any protected group.
- 5.5.4 It is considered that the Council has complied with section 149 of the Equality Act 2010 in considering these issues.

5.6 Consultation and Engagement

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

6. BACKGROUND PAPERS

- 6.1.1 Cabinet on 2 April 2014 (Item 6)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MId=7519&V>

[er=4](#) resolved:

Those 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 15 March 2017 Environment Committee Report – Local Implementation Plan (LIP) Work Programme 2017/18

<http://barnet.moderngov.co.uk/documents/s38849/Minutes%20of%20Previous%20Meeting.pdf>

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.*

8. OFFICER'S DECISION

I authorise the following action

- 8.1 That having considered the objections received to the statutory consultation on the proposals outlined in this report that Officers should implement the Mill Hill Foundation 20mph Speed Restrictions as detailed in this report.

Signed **Jamie Blake, Strategic Director – Environment**

Date **15th February 2018**

REPORT CLEARANCE CHECKLIST

(Removed prior to publication and retained by Governance Service)

Report authors should engage with their Governance Champion early in the report writing process and record the date below. If the decision/report has been reviewed at an internal board please record the date and name of the meeting (e.g. SCB). Otherwise enter N/A. All reports must be cleared by the appropriate Director/AD, Legal, Finance and Governance as a minimum. **Legal, Finance and Governance require a minimum of 5 working days to provide report clearance. Clearance cannot be guaranteed for reports submitted outside of this time.**