

	<p>Finchley and Golders Green Area Committee</p> <p>17 October 2018</p>
<p style="text-align: right;">Title</p>	<p>Somerton Road NW2 – Width restriction - Feasibility Study</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 Ward</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>Appendix - Drawings: BC/001143-14-16_FS_100_01 BC/001143-14-16_FS_100_02</p>
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<h3>Summary</h3>
<p>This report details the results of a feasibility study investigating measures to prevent Heavy Goods Vehicles (HGVs) entering Somerton Road from Claremont Road NW2 and vice versa.</p>

<h3>Recommendations</h3>
<p>1. That the Finchley and Golders Green Area Committee notes the review of the improvements as outlined in this report and the appendices.</p>
<p>2. That the Finchley and Golders Green Area Committee gives instruction to the Strategic Director for Environment proposal to progress to detailed design and implementation, as outlined in drawing BC/001143-14-16_FS_100_01.</p>
<p>3. That the Finchley and Golders Green Area Committee authorise the Strategic Director for Environment to carry out a consultation on the preferred design.</p>
<p>4. That subject to no objections being received to the consultation, referred to in the recommendation, the Finchley and Golders Green Area Committee delegates the Strategic Director for Environment to implement the approved</p>

measure.

5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in the recommendation, the Strategic Director for Environment will in consultation with the relevant Ward Councillors, consider these objections and determine whether the approved proposal should be implemented or not, and if so, with or without modification.

6. That the Finchley and Golders Green Area Committee agree to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget of £11,000 to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 On 14 November 2017 Finchley and Golders Green Area Committee authorised the Strategic Director for Environment to instruct officers to proceed with the implementation of the 20mph scheme (including zebra crossing) at St Agnes Catholic Primary School and Childs Hill Primary School. The proposals for this scheme are currently under construction and include vertical measures in form of speed cushions in several locations along Somerton Road, 20mph speed limit signs and Vehicle Activated Signs in the area bounded by The Vale, Hendon Way, Claremont Road and Cricklewood Lane, and a new zebra crossing on Somerton Road near its junction with Thorverton Road.
- 1.2 During the Finchley and Golders Green Area Committee on the 14 November 2017, Councillor Peter Zinkin introduced his Member's item, which sought to enable officers to carry out a feasibility study on a proposal to prevent large vehicles (Class A and above) from entering Somerton Road from Claremont Road and vice versa. It was resolved '*To consider the feasibility of introducing a width restriction on Somerton Road and to ask Officers to report back to the Committee.*'
- 1.3 This report therefore details the investigation carried out to address the issue of large vehicles using Somerton Road to access Claremont Road and vice versa.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to prioritise traffic improvements is informed by i) site observations, ii) Collisions Data and iii) Traffic Survey data.
- 2.2 **Site Observations:** Somerton Road is a residential road and part of a 20mph scheme currently under construction in the area between The Vale, Hendon Way, Cricklewood Lane and Claremont Road. Signs to prevent HGVs to enter this residential area are already in place at all the major junctions. However, it seems that HGVs still use Somerton Road as a cut-through between Cricklewood Lane and Claremont Road and vice versa.

- 2.3 **Collisions data:** As part of this feasibility study, the personal injury data was analysed investigating 36 months of accident data to December 2017. This is the latest data that was available from the police and the 2017 data is provisional and subject to change. According to the data, there were no accidents on Somerton Road near its junction with Claremont Road in the last 36 months.
- 2.4 **Traffic Survey Data:** A vehicle count survey was conducted from 14th July 2017 to 20th July 2017 on Somerton Road. results are shown on tables below, which indicate the daily, weekly and peak hour HGVs counts (class A and above).
- 2.5 **Parking Survey Data:** Parking Survey had previously been carried on Somerton Road on 10th/12th/14th October 2017 which indicated that there was spare parking capacity in Somerton Road.

Table 1 – HGVs Traffic Counts

	Weekly Average	Daily Average	AM Peak Hours (7am-10am) Average	PM Peak Hours (5pm-8pm) Average
Total HGV count on Somerton Road travelling westbound	363	52	14	8
Total HGV count on Somerton Road travelling eastbound	596	85	35	8

- 2.6 Based on the above data and following site survey and a review of the vehicle movements, the below recommended option to prevent large vehicles from entering Somerton Road has been developed.
- 2.7 This option proposes to install a width restriction on Somerton Road close to Claremont Way as shown on drawing no. BC/001143/14/16_FS_100_01.
- 2.8 As part of the proposal approximately 13 metres of a shared-use resident permit holder/ business permit holder and payment parking bay will be removed. In addition, a resident permit holder only parking bay approximately 7 metres in length will also be removed. It is noted that the parking survey that was previously carried confirmed that there was spare parking capacity in the road.

- 2.9 Lengths of existing 8am to 6.30pm Monday to Saturday waiting restrictions at the junction of Somerton Road and Claremont Road would be upgraded to 'At any time' waiting restrictions.
- 2.10 Advance-warning signs in relation to the proposed width restriction on Somerton Road would be erected on Claremont Road, Thorverton Road, Gillingham Road and Dersingham Road to advise HGVs not to turn into Somerton Road.
- 2.11 It is recommended to proceed with the above proposal as this will protect the environment by preventing unnecessary intrusion by large vehicles in a residential area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In addition to the proposals set out above, the only other option at this stage is not to proceed with the proposed width restriction, however, this will not address the original concern raised by residents regarding the number of HGVs using this residential area.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved, detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic", "Barnet's children and young people will receive a great start in life", "Barnet will be amongst the safest places in London" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident walking to school, helping to reduce traffic congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

- 5.2.1 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £0.033m This balance consists of an in year CIL allocation of £150,000 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.
- 5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 2 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 2 –Cost Estimate of proposed width restriction –

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£4,500
Build Cost	£5,500
Sub-TOTAL	£10,000
Implementation & post implementation fee @ 10%	£1,000
GRAND TOTAL	£11,000

- 5.2.3 A sum of £11,000 is requested from the 2018/19 Finchley and Golders Green Area Committee (CIL) funding for the implementation of the width restriction. Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC) and the Council’s Street Lighting provider as appropriate.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

- 5.4.1 The Council’s Constitution, in Article 7, states 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.
- 5.4.2 The Traffic Management Act 2004 places obligations on 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.

5.5 Risk Management

- 5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.6 Equalities and Diversity

- 5.6.1 Section 149 of 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the 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 will be undertaken on the proposals as set out above.

5.9 **Insight**

- 5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on-site observations of the issues.

6. **BACKGROUND PAPERS**

- 6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 14 NOV 2017

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MIId=9275&Ver=4>