



Finchley and Golders Green

Area Committee

17 October 2019

Title

Somerton Road, NW2 – Width Restriction – Consultation Results

Report of

Executive Director, Environment

Wards

Childs Hill

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A – Somerton Road width restriction Consultation letter

Appendix B- Drawing BC/001143-14-16_FS_100_01.dwg

Appendix C - Table 1.1 - Total percentage of properties that responded to the consultation

Appendix D - Table 1.2 - Total No of responses received in relation to the Somerton Road width restriction consultation

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Summary

This report details the outcome of the statutory consultation on the proposed width restriction on Somerton Road NW2.

Officers Recommendations

- 1. That the Finchley and Golders Green Area Committee notes the results of the statutory consultation on the proposed width restriction on Somerton, NW11 outlined in this report.**
- 2. That the Finchley and Golders Green Area Committee agrees not to proceed with the introduction of a width restriction and associated parking changes on Somerton Road in view of the comments received from the statutory consultation.**
- 3. That the Finchley and Golders Green Area Committee notes that the Council have commissioned a study to further investigate other opportunities that maybe available to mitigate concerns raised regarding traffic in the area especially in relation to Heavy Goods Vehicles (HGV's) movements.**
- 4. That the Finchley and Golders Green Area Committee authorises the return of the remaining £5000 underspend to the Finchley and Golders Green Area Committee funding (CIL from this year's CIL Area Committee budget).**

1. WHY THIS REPORT IS NEEDED

- 1.1 On the 17 October 2018 the Finchley and Golders Green Area Committee authorised the Executive Director for Environment to carry out a consultation on a proposal to introduce a width restriction at Somerton Road, NW2. 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. 5 Tonnes weight restrictions to prevent Heavy Goods Vehicles (HGVs) entering this residential area are already in place at all the major junctions. However, it seems that HGVs are still using Somerton Road as a cut-through between Cricklewood Lane and Claremont Road.
- 1.2 The width restriction was proposed in order to prevent HGVs (Class A and above) entering Somerton Road from Claremont Road NW2 and vice versa.
- 1.3 Officers have undertaken a consultation to introduce a width restriction on the road in order to prevent HGVs from accessing the roads in Somerton Road area. As part of the proposal existing lengths of 8am to 6.30pm Monday to Saturday waiting restrictions as well as existing 10am to 11am Monday to Friday waiting restrictions were proposed to be upgraded to 'At any time' waiting restrictions. In addition to the above, it was also necessary to remove a number of parking bays on street in order to accommodate the proposed width restriction.
- 1.4 This report considers the responses to the consultations carried out and sets out whether the proposal should be progressed, and if so, with or without modification.

2. REASONS FOR RECOMMENDATIONS

- 2.1 In response to the above, in February 2019 the Council carried out a statutory consultation on a proposal to introduce a width restriction on Somerton Road. As part of the consultation process a total of 1380 properties received hand delivered consultation documents consisting of a letter and an associated plan which outlined the proposal. The

proposals were also advertised in the local press and London Gazette as well as on street notices which were erected on street in the area.

- 2.2 In response to the consultation a total of 87 responses were received and out of these responses 88% (77 responses) objected to the proposals. Out of these responses a high number of responses received were from residents who wanted their address to remain anonymous (50%) and 26% were from residents of The Vale.

A summary of the responses received are shown below:

- 2.3 7 respondents raised concerns regarding the high level of noise that HGVs create when they travel along roads in the area, in particular, The Vale.
- 2.4 12 respondents raised concerns regarding the amount of air pollution in terms of dust that HGVs create as a result of them travelling through roads in the area.
- 2.5 11 respondents raised concerns regarding the damage to road surfaces, particularly The Vale, by HGVs.
- 2.6 12 respondents raised concerns regarding perceived damage to properties as a result of vibrations which HGVs create as they travel down roads in the area.
- 2.7 30 respondents raised concerns regarding the traffic that would be displaced as to other roads in the area, in particular, The Vale.
- 2.8 12 respondents are of the opinion that that P.B. Donoghue Waste Management services situated on Claremont Road area are responsible for problems in the area. Out of these responses, 7 respondents suggested that this company should be relocated to a new suitable site elsewhere within the borough.
- 2.9 16 respondents stated that they would be in support of the proposal with the proviso that the width restriction at The Vale is reinstated. Out of these responses 62.5% of the respondents are residents of The Vale.
- 2.10 Correspondence was also received from the Golders Green Estate Residents Association (GGERA) who objected to proposal and have raised concerns over years regarding the impact that HGVs have on roads in and around the GGERA area in terms of dangerous speeding, noise pollution and air pollution.

Comment of support

- 2.11 There was only 1 comment received in support of the scheme. A resident of Somerton Road fully supported the proposed width restriction. The resident felt that the proposed measures would be of great benefit to Somerton Road and the surrounding roads by making it safer for pedestrians, in particular, school children who attend the local school close by.
- 2.12 It should be noted that the nature of statutory consultations are that they tend to elicit more negative comment than positive, and some residents who may have been in favour of the proposed may not have responded.

Recommendations from residents

- 2.13 Residents felt the introduction of a Number Plate Recognition system in roads where vehicles exceeding the 5 tonne limit are prohibited from entering. This measure would have less impact on local residents and it was suggested revenue raised through fines could be used to fund other traffic calming measures.
- 2.14 There was also a suggestion that the existing 5 tonne HGV restrictions should be enforced by using Closed-circuit television (CCTV).
- 2.15 It is noted that these suggestions are currently outside the scope of this report but have been forwarded to the relevant department for further consideration.

Conclusion and Recommendations

- 2.16 Ward Councillors have noted the high level of objections to the proposals.
- 2.17 Due to the level of objection received. Officers consider that the current proposal for the width restriction with the associated parking changes should not proceed.
- 2.18 However, the consultation responses clearly indicate a need to review the movement of HGVs in the area and not limited to a proposal in Somerton Road. Therefore, the Council have commissioned a study to further investigate other opportunities that maybe available to mitigate concerns raised regarding traffic in the area especially in relation to HGVs. This study will be discussed with Ward Councillors and resident groups later this year.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The only other option at this stage would be to proceed with the implementation of the proposed width restriction, however, that would be against the consultation results.

4 POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved residents will be informed of the outcome of the Committee decision.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

5.2.2 At the time of drafting the report approximately £6,000 of the allocated £11,000 has been spent on the design and consultation that has taken place. Therefore, if the Officer recommendation is progressed approximately £5,000 can be returned to the Finchley and Golders Green Area Committee funding (CIL from this year's (2019/20) CIL Area Committee budget). The exact figure will be confirmed in the next report on the Area Committee Funding – Community Infrastructure Levy Update at the February 2020 Committee.

5.3 Social Value

5.3.1 None in relation to this report.

5.4 Legal and Constitutional References

5.4.1 The terms of reference of the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.4.2 Section 16 of 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.

5.6 Equalities and Diversity

5.6.1 Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and other conduct prohibited by the EA 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between people persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 Relevant protected characteristics are:- age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.6.3 The broader 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.

5.6.4 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 Even if the width restriction and associated parking changes were to be progressed, they are not expected to disproportionately disadvantage 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 A statutory consultation has been undertaken on the proposals as set out above and residents will be informed of the decision of the Committee.

5.9 Insight

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

6.1 BACKGROUND PAPERS

6.1.1 Finchley and Golders Green Area Committee 14 Nov 2017

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

6.1.2 Somerton Road NW2 – Width restriction - Feasibility Study

<http://barnet.moderngov.co.uk/documents/b31250/Somerton%20Road%20-%20width%20restriction%20feasibility%20study%2017th-Oct-2018%2019.00%20Finchley%20Golders%20Green%20A.pdf?T=9>

