

<p style="text-align: center;"><b><u>MEETING</u></b></p> <p style="text-align: center;"><b>FINCHLEY &amp; GOLDERS GREEN AREA COMMITTEE</b></p>		
<p style="text-align: center;"><b><u>DATE AND TIME</u></b></p> <p style="text-align: center;"><b>TUESDAY 9TH JULY, 2019</b></p> <p style="text-align: center;"><b>AT 7.00 PM</b></p>		
<p style="text-align: center;"><b><u>VENUE</u></b></p> <p style="text-align: center;"><b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b></p>		

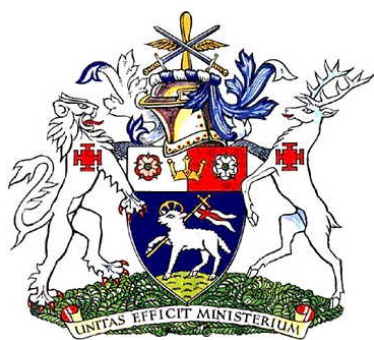
Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	WEST HEATH DRIVE - SPEED SURVEY	3 - 8
1.	HAMPSTEAD WAY - SPEED SURVEY	9 - 14

Faith Mwende 020 8359 4917 [faith.mwende@barnet.gov.uk](mailto:faith.mwende@barnet.gov.uk)

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## Finchley and Golders Green

### Area Committee

**9 July 2019**

<b>Title</b>	<b>West Heath Drive - Speed Survey Results</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Golders Green
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing No. BC001609-01-01_3300-01 Speed Survey
<b>Officer Contact Details</b>	Jamie Blake - Executive Director, Environment' <a href="mailto:Jamie.Blake@barnet.gov.uk">Jamie.Blake@barnet.gov.uk</a> E-mail – <a href="mailto:Highways.Correspondence@barnet.gov.uk">Highways.Correspondence@barnet.gov.uk</a>

## Summary

This report details the results of a speed survey carried out in West Heath Drive, NW11.

## Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the speed survey that was undertaken in West Heath Drive, NW11.
2. That the Finchley and Golders Green Area Committee notes the recommendation that no further action is taken at this time although officers will continue to monitor vehicle speeds in West Heath Drive.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 A residents' petition was presented at the Residents' Forum on 12 December 2018 with concerns regarding speeding on West Heath Drive and the use of this road as a shortcut to avoid the Golders Green central roundabout.
- 1.2 The Finchley and Golders Green Area Committee on 4 February approved the allocation of funding to carry out a more comprehensive speed survey and to report the results back to a future Area Committee meeting.
- 1.3 This report summarises the results of a speed survey carried out in West Heath Drive, NW11

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 West Heath Drive runs between Golders Green town centre and Golders Green Hill Park with a speed limit of 30mph. West Heath Drive consists of single yellow lines and parking bays on both northbound and southbound directions. Double yellow line markings can be found by the northbound junction with North End Road and junction with St. Albans Lane.
- 2.2 A speed survey was conducted at 3 sites in West Heath Drive from 14 March 2019 for one week with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. A plan showing the survey locations is shown on Drawing No. BC/001609-01\_3300-01.
- 2.3 The speed survey provides both the average speed and the 85<sup>th</sup> percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85<sup>th</sup> percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.4 The 85<sup>th</sup> percentile speed could be characterised as the speed that most motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85<sup>th</sup> percentile speed is not more than the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85<sup>th</sup> percentile speeds that were recorded in West Heath Drive during the 7-day survey in each direction are summarised as follows:

Date	North Bound		South Bound	
	Mean Speed	85th Percentile Speed	Mean Speed	85th Percentile Speed
Site 1	20.4	26.0	20.3	26.0
Site 2	22.8	28.3	22.6	27.2
Site 3	22.2	27.4	22.6	28.2

- 2.6 At Site 1 during the week surveyed 3.8% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.8% exceeded 35mph. In the southbound direction 3.7% exceeded the speed limit and up to 0.6% exceeded 35mph. At Site 2, 7.2% of vehicles travelling northbound were recorded as exceeding the speed limit and 7.0% exceeded 35mph. In the southbound direction, 7.0% of vehicles exceeded the speed limit and 1.3% exceeded 35mph. In the southbound direction 7.0% exceeded the speed limit and up to 1.3% exceeded 35mph.
- 2.7 Accidents records show only one slight collision at West Heath Drive for the 5-year period to 1<sup>st</sup> July 2019 caused by poor manoeuvre and not by speeding.
- 2.8 After considering the speed survey information and accident records, it is not proposed to progress the investigation of any additional traffic management measures at this current time. The number of vehicles exceeding the speed limit is significantly low on both northbound and southbound directions within the stretch of West Heath Drive surveyed and therefore one can conclude that there may be no safety improvements needed.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 An alternative option would be providing West Heath Drive with the installation of vehicle activated signs may help to address residents' concerns and encourage further reduction in vehicle speeds.
- 3.2 Another alternative would be to convert West Heath Drive into a one-way road. This was to reduce the use of this road as a timesaving approach to avoid Golders Green Gyratory. This method would however increase the speed of vehicles as they would no longer need to consider any upcoming vehicles from an opposite direction. Should the Committee decide to proceed with this option, new funding would be required to carry out further feasibility study.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals here will particularly 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 to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

5.2.1 Committee funding of up to £2,000 was agreed at the Committee in February 2019 to monitor the scheme. No further action is recommended at this current time; therefore, no additional funding is required.

### 5.3 **Social Value**

5.3.1 None in the context of this report.

### 5.4 **Legal and Constitutional References**

5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

### 5.5 **Risk Management**

5.5.1 Not applicable in the context of this report.

### 5.6 **Equalities and Diversity**

5.6.1 The Equality Act 2010 outlines at section 149 the provisions of the Public-Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment victimisation and any other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

5.6.3 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. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

### 5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

### 5.8 **Consultation and Engagement**

5.8.1 None in relation to this report.

## 5.9 **Insight**

5.9.1 Speed survey data has been referenced in the report.


## 6. **BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9527&Ver=4>

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	<p style="text-align: right;">AGENDA ITEM 13</p> <p style="text-align: center;"><b>Finchley and Golders Green Area Committee</b></p> <p style="text-align: center;"><b>9 July 2019</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Hampstead Way - Speed Survey Results</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p>Executive Director, Environment</p>
<p style="text-align: center;"><b>Wards</b></p>	<p>Garden Suburb</p>
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: center;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: center;"><b>Key</b></p>	<p>No</p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Drawing No. BC001609-03-01_3300-01 - Speed Survey Drawing No. BC001609-03-01_3300-02 - Collision Data Drawing No. BC001609-03-01_FS_100-01 – Proposals</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p>Jamie Blake - Executive Director, Environment E-mail – <a href="mailto:Highways.Correspondence@barnet.gov.uk">Highways.Correspondence@barnet.gov.uk</a></p>

## Summary

This report details the results of a speed survey carried out in Hampstead Way, NW11 and outlines the proposals for consideration to address the concerns at this location.

## Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the speed survey and collision data analysis that was undertaken in Hampstead Way, NW11.

2. Having considered the options, that the Finchley and Golders Green Area Committee approve the Officer's preferred Option of installation of VAS (Vehicle Activated Signs) signs, SLOW markings and the re-painting of the centre line as outlined in drawing BC001609-03-01\_FS\_100-01.
3. That the Finchley and Golders Green Area Committee agree to allocate the funding of £11,550 for the agreed Option (from this year's CIL Area Committee budget) to design and introduce the approved Option.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 A speed test was undertaken by residents on 18 September 2018 at 12:20 pm, where 60 vehicles were monitored under the speed limit of 30mph. At the Finchley and Golders Green Area Committee in February 2019, Councillor Marshall submitted a members item and reported the survey results and raised concerns regarding speeding on Hampstead Way (particularly between Wellgarth Road and Wildwood Road junctions) and requested options for improving the safety and decreasing the speeds of vehicles passing through Hampstead Way were required.
- 1.2 This report summarises the results of a speed survey carried out in Hampstead Way between Wellgarth Road and Wildwood Road, NW11 in March 2019

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 On 4 February 2019, F&GG Area Committee approved funding of £2,000 for a speed check for a period of 24 hours 7 days on Hampstead Way, between Wellgarth Road and Wildwood Road junctions.
- 2.2 This approach to prioritise traffic improvements is informed by; i) site observations on the pedestrian experience, and ii) speed survey data.
- 2.3 A speed survey was conducted at three sites on Hampstead Way Road from early-March 2019 for one week with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. A plan of the survey locations is shown on Drawing No. BC/001609-01\_3300-01.
- 2.4 The speed survey provides both the average speed and the 85<sup>th</sup> percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85<sup>th</sup> percentile speed is the speed at which 85 percent of vehicles travel at or below along a road or street (under free-flow conditions past a monitoring point).
- 2.5 The 85<sup>th</sup> percentile speed could be characterised as the speed that most motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85<sup>th</sup> percentile speed is not more than the signed speed limit by 5mph or more.

- 2.6 The average speeds and 85<sup>th</sup> percentile speeds that were recorded in Hampstead Way during the 7-day survey in each direction are summarised as follows:

**Table 1 – Speed Survey Results**

Date	North Bound		South Bound	
	Mean Speed	85th Percentile Speed	Mean Speed	85th Percentile Speed
<b>Site 1</b>	21.6	25.0	21.6	24.5
<b>Site 2</b>	24.4	30.0	25.6	30.3
<b>Site 3</b>	20.5	24.1	21.3	25.7

- 2.7 At Site 1 during the week surveyed 1.5% of all vehicles traveling northbound were recorded at a 30mph speed limit & above. In the southbound direction, 3.7% exceeded the speed limit and up to 1.6% exceeded 35mph. At Site 2, 12.1% of vehicles traveling northbound were recorded as exceeding 30mph and 2.7% exceeded 35mph. In the southbound direction, 13.1% of vehicles exceeded the 30mph and 2.8% exceeded 35mph.
- 2.8 The personal injury collision records indicate that in the 5-year period to October 2018, there was only one personal injury collision, classified as slight, which was recorded within the stretch of Hampstead Way. Details of the collision is shown on drawing BC/001609-03\_3300-02.
- 2.9 After considering the speed survey information and accident records, it is recommended that VAS signs are installed on existing lamp columns, in the vicinity of Site 2, one outside Morland Close in the northbound direction and the other opposite Morland Close in the southbound direction.
- 2.10 In addition to the VAS it is recommended that SLOW markings and the re-painting of the centre line is shown BC001609-03-01\_FS\_100-01.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The installation of dragon teeth road markings may also have a beneficial effect on reducing speeds, however it is noted the Hampstead Way is in a Conservation Area and such marking are not recommended as they add clutter to the streetscene. Furthermore, such proposals are unlikely to be supported by the Hampstead Garden Suburb Trust and Ward Councillors.
- 3.2 In addition to the installation of VAS as set out above, another option would be for the Committee to agree to additional funding to carry out a fuller investigation and feasibility study for alternative traffic calming measures.
- 3.3 The only other Option at this stage is not to proceed with the proposals, however, this will not address the original concerns raised by residents and Ward Councillors.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Should the Committee agree with the recommendation in this this report, a consultation with the Hampstead Garden Suburb Residents Association and ward Councillor would be undertaken prior to the installation of the measures.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals here will particularly 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 to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

- 5.2.1 Area Committee overall funding of up to £2,000 was agreed at the Committee in February 2019 to investigate and monitor the scheme.
- 5.2.2 As further action is recommended, London Highways Alliance Contract (LoHAC) schedule of rates and quotation, received by the agreed contractor, have been used to carry out a preliminary high-level cost estimate as shown in Table 2.

**Table 2 – Cost Estimate**

<b>Activity</b>	<b>Estimated costs</b>
VAS sign	£ 10,000
Road marking works	£ 500
Sub-TOTAL	£ 10,500
Implementation & post-implementation fee @ 10%	£ 1,050
<b>GRAND TOTAL</b>	<b>£ 11,550</b>

5.2.3 The estimated cost of installing the recommended proposals is £11,550 and is requested from the Area Committee budget. It is considered that the proposals will be beneficial to pedestrians in the area and is recommended by officers

5.2.4 An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.099m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years

### 5.3 Social Value

5.3.1 None in the context of this report.

### 5.4 Legal and Constitutional References

5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks, and trees, within the boundaries of their areas in accordance with Council policy and within budget.

### 5.5 Risk Management

5.5.1 Not applicable in the context of this report.

### 5.6 Equalities and Diversity

5.6.1 The Equality Act 2010 outlines at section 149 the provisions of the Public-Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment victimization and any other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 The relevant protected characteristics are gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

5.6.3 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. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

## 5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## 5.8 **Consultation and Engagement**

5.8.1 None in relation to this report.

## 5.9 **Insight**

5.9.1 Speed survey data has been referenced in the report.

## 6. **BACKGROUND PAPERS**

6.1 February 2019 Finchley and Golders Green Area Committee Item 11  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9527&Ver=4>