

	<h2>Chipping Barnet Area Committee</h2> <h3>26 October 2016</h3>
<p style="text-align: right;">Title</p>	<p>Vehicles Activated Sign – Monitoring – Manor Drive, N20</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Oakleigh</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>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright; lisa.wright@barnet.gov.uk; 020 8359 3555</p>

<h2>Summary</h2>
<p>The report outlines the results of the monitoring of the Vehicles Activated Sign’s (VAS’s) on Manor Drive and considers whether any further measures are required.</p>

<h2>Recommendations</h2>
<p>1. That the Committee note the summary of the monitoring of the VAS locations.</p>
<p>2. That the Committee confirm that no further action is taken in Manor Drive and that the VAS remain in situ.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns have been raised by residents at the Chipping Barnet Residents Forum in July 2015 regarding the speed of traffic on Manor Drive, N20. The matter was referred to the Chipping Barnet Area Committee on the same

night. The Committee resolved that Vehicle Activated Signs (VAS) be installed on these roads and that speeds were monitored to consider whether any further measures are required.

- 1.2 The VAS signs were installed in February 2016.
- 1.3 This report is required to set out the results of the monitoring and any recommended actions.

2. REASONS FOR RECOMMENDATIONS

2.1 The VAS records the number and speed of vehicles travelling along a length of the road. The VAS's on Manor Drive were monitored and the results are set out in Table 1 below.

2.2 The speeds are assessed in two ways:

1) The average speed quoted is the mean speed of all vehicles using the road. (The average obtained by adding together the results for each vehicle and dividing by the number of vehicles).

This can be affected by exceptionally high speeds or exceptionally low speeds but is the measure that current guidance uses in relation to setting local speed limits.

2) The 85th Percentile Speed which is the speed at which 85 per cent of vehicles travel at or below along a street or road (under free flow conditions).

This measure is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.

Conditions are usually considered safe if 85th percentile speed is not in excess of the signed speed limit by 5 mph or more. Therefore for a 30 mph road the 85th percentile speed would ideally be less than 35 mph.

Table 1 – Speed Survey Results

Road Name	Direction	Data period	Average speed (mph)	85 th percentile Speed (mph)
Manor Drive,	northbound	01.03.16 to	26.6	32.2

N20		19.09.16		
Manor Drive, N20	southbound	01.03.16 to 19.09.16	22.4	29.2

- 2.3 The Personal Injury Accident records have been checked to show that there have been 2 Personal Injury Accidents over the last 3 years, however the causation factor of both these was not related to speed.
- 2.4 Discussions have also been undertaken on the results of the surveys with local Ward Councillors.
- 2.5 After consideration of both speed and collision information for Manor Drive, it is not proposed to install any additional measures at this time. However, it is recommended that the vehicle activated signs remain in place and vehicle speeds continue to be monitored.
- 2.6 In addition, where residents are concerned about speeding in their local area there is a Community Roadwatch initiative that has been introduced by the Police in Barnet with support from TfL. This gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.
- 2.7 Residents can suggest areas or roads for inclusion by contacting CommunityRoadwatch@met.police.uk and Manor Drive has already been forwarded onto them.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative options have not been considered as following the implementation of the VAS the speeds are below the 30mph speed limit on the road. The existing VAS that were originally installed will remain in place.

4 POST DECISION IMPLEMENTATION

- 4.1 Following the committee's agreement, no further action is recommended at this location and the existing VAS will remain in 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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

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

5.2.1 There are no resources implications as the 30 mph VAS are already in place and no further action is recommended.

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 Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework discharge functions including those related to local highways and safety schemes.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6 Equalities and Diversity

5.6.1 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposal in this report will have any adverse impacts on any of the protected groups. It is considered that introduction of the measures outlined in the report would benefit pedestrians generally, but in particular children travelling to and from school and those escorting them.

5.7 Consultation and Engagement

5.7.1 None in relation to this report.

5.8 Insight

5.8.1 Not applicable in the context of this report.

6 BACKGROUND PAPERS

6.1 Minutes of the 2 July 2015 Chipping Barnet Area Committee – Item 7 (1) recommending the VAS on Manor Drive, N20 are installed in both directions and monitored for 6 month with a report back on the outcome of the findings and recommendation if any further action is required.

<https://barnet.moderngov.co.uk/documents/g8313/Printed%20minutes%2002nd-Jul-2015%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>