



Chipping Barnet Area Committee

9 July 2018

Title	Alston Road, Barnet - Speed Survey Results
Report of	Strategic Director for Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	None
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Summary

This report details the results of a speed survey carried out in Alston Road, Barnet.

Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken in Alston Road, Barnet.
2. That the Chipping Barnet Area Committee decides that no further action is taken at this time based on the results of the aforesaid speed survey.

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was received regarding concerns about speeding and a request to extend the existing 20mph speed restriction in adjacent roads to include Alston Road. Representations were heard at the Chipping Barnet Residents Forum in January 2018 and the matter was referred to the Chipping Barnet Area Committee in February 2018.
- 1.2 The Strategic Director for Environment agreed to conduct a speed survey on Alston Road and to report the results back to the next Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Alston Road is in High Barnet, situated between St Albans Road to the east and The Avenue to the west and has a speed limit of 30mph. Residents have raised concerns about speeding in Alston Road and put forward a suggestion that a 20mph speed limit would be more appropriate.
- 2.2 The Police have responded previously to concerns about speeding and have run two speed operations in Alston Road in the past and reported that on both occasions no one was recorded as speeding. The Police commented that as cars tend to park on both sides this can give a false perception of speed.
- 2.3 However residents felt that previous speed operations had taken place during busy times of the day and that the results were not representative of the speeds which vehicles may travel during quieter times of the day.
- 2.4 A speed survey was conducted at two sites in Alston Road from 13 May 2018 for one week with speeds recorded in fifteen minute intervals for 24 hours a day in the 7 day period.
- 2.5 The speed survey provides both the average speed and the 85th 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 85th 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).
- 2.6 The 85th percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered safe if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more. Therefore for a 30mph road the 85th percentile speed would ideally be less than 35mph.
- 2.7 The average speeds and 85th percentile speeds that were recorded on Alston Road during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Alston Road (site 1)	Northbound	19.1	24.1
	Southbound	19.2	24.3
Alston Road (site 2)	Northbound	19.3	23.7
	Southbound	18.5	23.4

- 2.8 Although there were concerns that the speeds vary at different times of the day, the survey data does not indicate a significant variation in the mean and 85th percentile speeds throughout the data period. During the week surveyed around 2% of all vehicles were recorded as exceeding the 30mph speed limit and 0.3% exceeded 35mph (the usual enforceable threshold).
- 2.9 The existing 20mph speed restriction in Byng Road and Wentworth Road was extended to include a short stretch of The Avenue and Alston Road when pedestrian improvements and a new zebra crossing were installed in 2017, to highlight the location of the zebra. During the consultation for this scheme requests were received to extend the 20mph restriction further along part or the whole length of Alston Road. However the view of Ward Councillors and officers was that the 20mph limit should be kept close to the new crossing point to help highlight this area in particular.
- 2.10 Our accident database indicates that no personal injury accidents have been recorded in Alston Road in the three year period from 01.08.14 to 31.07.17 (the most recent data currently available).
- 2.11 After considering the speed survey information and the accidents records, it is not proposed to reduce the speed limit in Alston Road at this time.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered at this time following speed survey and accident investigation analysis.

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.

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 funding of £1000 was agreed at the February committee to carry out a speed survey and data analysis. As no further action is recommended at this time, 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 Article 7 of the Council's Constitution states that Area Committees have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

- 5.5.1 None in relation to this report.

5.6.1 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.

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

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 None in relation to this report

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee meeting February 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9308&Ver=4>
- 6.2 Chipping Barnet Residents Forum meeting January 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=9242&Ver=4>