



Chipping Barnet Area Committee

2 July 2019

Title	Crescent Road - Speed Survey
Report of	Executive Director, Environment
Wards	East Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001608-02-01-3300-01-01/02 Collision Data Drawing No. BC/001608-02-01-3300-01-Speed Survey Drawing No. BC/001608-02-01-FS-100-01-Proposals
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Summary

This report details the results of a speed survey carried out on Crescent Road, EN4 investigating measures to reduce the reported speeding in the road and outline proposals for consideration to address the concerns at this location.

Officers Recommendations

- 1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken in Crescent Road, EN4.**
- 2. That the Chipping Barnet Area Committee approve the provision of two vehicle activated signs and SLOW markings in Crescent Road at an approximate cost of £10,000 from the Chipping Barnet Area Committee CIL funding.**

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was submitted to the Chipping Barnet Area Forum in January 2019, signed by 70 residents, outlining concerns about speeding on Crescent Road, especially since the opening of the new Aldi supermarket on Brookhill Road. This issue was referred to the Chipping Barnet Area Committee for consideration.

The forum would like officers:

- to undertake investigations into dangerous traffic flow, including speeding and sudden stopping;
- to consult with residents about the best means of calming traffic; and
- to implement traffic calming measures.

- 1.2 At the Chipping Barnet Area Committee in January 2019 funding was approved to carry out a speed survey and to report back the results to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Crescent Road is situated in EN4 and joins East Barnet Road to the south-west and Park Road to the north-west. The concerns raised in the petition relates to the section between the new Aldi Supermarket and the Sports Clubs near Victoria Park. The speed limit in this stretch of Crescent Road is 30mph.
- 2.2 A speed survey was conducted at 4 sites along Crescent Road from 19 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/001608-02-01_3300-01.
- 2.3 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).
- 2.4 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 acceptable if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more.

- 2.5 The average speeds and 85th percentile speeds that were recorded in Crescent Road during the 7 day survey in each direction are summarised as follows:

Table 1 – Speed Survey Results

Road	Direction	Average Speed (mph)	85th Percentile Speed (mph)
Crescent Road (Site 1)	Northbound	23.1	28.5
	Southbound	28.5	27.7
Crescent Road (site 2)	Northbound	24.3	30.1
	Southbound	23.8	29.5
Crescent Road (site 3)	Northbound	21.6	26.8
	Southbound	20.7	25.8
Crescent Road (site 4)	Eastbound	20.8	26.4
	Westbound	22.4	28.2

- 2.6 At Site 1 during the week surveyed 9.84% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.1% exceeded 35mph (the usual enforceable threshold). In the southbound direction 7.0% exceeded the speed limit and almost 1% exceeded 35mph.
- 2.7 At Site 2, 15.40% of vehicles travelling northbound were recorded as exceeding the speed limit and 3.8% exceeded 35mph. In the southbound direction almost 13.1% of vehicles exceeded the speed limit and 3.25% exceeded 35mph.
- 2.8 At Site 3 during the week surveyed. 4.8% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.5% exceeded 35mph (the usual enforceable threshold). In the southbound direction 3.5 exceeded the speed limit and almost 0.6% exceeded 35mph.
- 2.9 At Site 4 during the week surveyed. 5% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 0.8% exceeded 35mph (the usual enforceable threshold). In the westbound direction 8.5 exceeded the speed limit and almost 1.6% exceeded 35mph.
- 2.10 Personal injury collision data indicates that in the five-year period from 29.11.13 to 08.03.19 (the most recent data currently available) six personal injury accidents (all classified as slight) happened in the stretch of Crescent road being reviewed. Two accidents occurred at the junction with East Barnet road, two accidents occurred at the junction with Brookhill Road, one at the junction with St Wilfrid's Road and one at the junction with Margaret Road. Speed was not recorded as a contributory factor in

any of these incidents. Details of the Collisions Data are shown on drawing No: BC/001608-02-01_3300-01_01&02.

2.11 After considering the results of the speed survey, especially for Site 2, it is recommended to proceed with the following proposals as shown on drawing BC001608-02-01_FS_100-01:

- Introduce two new VAS signs on Crescent road outside no. 160 and no. 175. The installation of vehicle activated signs may help to address residents' concerns and encourage a reduction in vehicle speeds along Crescent road;
- Installing SLOW markings on both northbound and southbound direction all along Crescent Road every 200 metres.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The proposals presented have been produced with limited investigation. An alternative approach would be for the Committee to agree funding of £5,000 to carry out a fuller investigation and feasibility study for alternative traffic calming measures.

3.2 The only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised in the petition.

4. POST DECISION IMPLEMENTATION

4.1 Should the Committee agree with the recommendations in this report, the proposed measures would be implemented at the locations above.

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 £2,000 was agreed at the Chipping Barnet Area Committee in January to carry out a speed survey and data analysis. Additional funding estimated at £10,000 would be required should the recommended measures be agreed from the Chipping Barnet Area Committee CIL funding allocation.

5.2.2 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London borough of Barnet (allowance made in the estimate).

5.2.3 An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.282m. 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 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 Accident data has been referenced in the report.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Forum January 2019, please refer to issue 10.
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=9518&Ver=4>
- 6.2 Chipping Barnet Area Committee January 2019, please refer to item 7:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9737&Ver=4>

