



Finchley and Golders Green Area Committee

9 July 2019

Title	Hampstead Way - Speed Survey Results
Report of	Executive Director, Environment
Wards	Garden Suburb
Status	Public
Urgent	No
Key	No
Enclosures	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
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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.

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| <p>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.</p> <p>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.</p> |
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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 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 percent of vehicles travel at or below along a road or street (under free-flow conditions past a monitoring point).
- 2.5 The 85th 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 85th percentile speed is not more than the signed speed limit by 5mph or more.

- 2.6 The average speeds and 85th 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
Site 1	21.6	25.0	21.6	24.5
Site 2	24.4	30.0	25.6	30.3
Site 3	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 is it 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 street scene. 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 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

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

- 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>