

	<h2>Chipping Barnet Area Committee</h2> <h3>19 February 2018</h3>
<p style="text-align: right;">Title</p>	<p>Rusdene Avenue, East Barnet - Speed Survey Results</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>East Barnet</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 – Traffic & Development Manager E-mail – Highways.Correspondence@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the results of a speed survey carried out in Rusdene Avenue, East Barnet following concerns raised as a Members Item about vehicle speeds following a recent accident on Rusdene Avenue.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken on Rusdene Avenue, East Barnet.

2. That the Chipping Barnet Area Committee notes the recommendation that no further action is taken at this time in Rushdene Avenue, East Barnet.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item submitted to the Chipping Barnet Area Committee in October 2017 outlined concerns raised by a resident about speeding traffic on Rushdene Avenue following a recent road traffic accident that occurred on the road.
- 1.2 The Strategic Director for Environment agreed to conduct a speed survey on Rushdene Avenue with the results to be reported back to the next Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Rushdene Avenue is in East Barnet, situated between Church Hill Road to the east and Gallants Farm Road to the west and has a speed limit of 30mph. A speed survey was conducted from 21 November 2017 for one week with speeds recorded in fifteen minute intervals for 24 hours a day in the 7 day period.
- 2.2 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).
- 2.3 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.
- 2.4 The average and 85th percentile speeds that were recorded on Rushdene Avenue during the 7 day survey were as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Rushdene Avenue	Northbound	24.7	28.9
	Southbound	23.7	27.7

- 2.5 Details of the incident referred to at the Committee meeting are not currently available, however accident records indicate that no personal injury accidents have been recorded in Rushdene Avenue during the three year period from 01.03.14 to 28.02.17 (the most recent data available from Transport for London (TfL)). There has been one recorded injury accident on Church Hill Avenue at the junction with Rushdene Avenue where a car travelling south on Church Hill Avenue turned right into Rushdene Avenue across the path of a motorcyclist travelling northbound on Church Hill Road.
- 2.6 After consideration of both speed and collision information for Rushdene Avenue it is not proposed to progress the investigation of any traffic management measures at this time.
- 2.7 Residents who have concerns about speeding may be interested in an initiative recently introduced by the Police and Transport for London called Community Roadwatch. This gives 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.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Committee's agreement, 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.

- 5.1.2 The proposals also help create an environment that encourages an active lifestyle by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 Area Committee funding was agreed at the October 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 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.

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 October 2017.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9307&Ver=4>