



Finchley and Golders Green Area Committee

4 April 2019

Title	The Vale - Speed Survey Results
Report of	Executive Director, Environment
Wards	Childs Hill
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001544-02
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Summary

This report details the results of a speed survey carried out in The Vale, NW11.

Officers Recommendations

- 1. That the Finchley and Golders Green Area Committee notes the results of the speed survey that was undertaken in The Vale, NW11.**
- 2. That the Finchley and Golders Green Area Committee approve the provision of two vehicle activated signs in The Vale at an approximate cost of £10,000 from the F&GG Area Committee CIL funding.**

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was submitted by the Finchley & Golders Green Area Forum in July 2018 signed by 26 residents outlining concerns about speeding in The Vale between the junction with Rodborough Road and A41 Hendon Way. The matter was subsequently referred to the Finchley and Golders Green Area Committee.
- 1.2 At the Finchley and Golders Green Area Committee in October 2018 funding was approved to carry out a speed survey with the results to be reported back to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Vale is situated in NW11 and joins Rodborough Road to the north-east and Claremont Road to the west. The concerns raised in the petition related to the section between Rodborough Road and A41 Hendon Way. The speed limit in this stretch of The Vale is 30mph.
- 2.2 A speed survey was conducted at two sites in The Vale (east of the junction with Vale Rise and midway between the junction with Vale Rise and Dunstan Road) from 27 January 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/001544-02.
- 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 The Vale during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
The Vale (Site 1)	eastbound	28.6	34.2
	westbound	28.3	33.6
The Vale (site 2)	eastbound	20.8	24.7

	westbound	26.0	31.3
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- 2.6 At Site 1 during the week surveyed 38.6% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 12% exceeded 35mph (the usual enforceable threshold). In the westbound direction 35.7% exceeded the speed limit and almost 10.3% exceeded 35mph. At Site 2, 1.4% of vehicles travelling eastbound were recorded as exceeding the speed limit and 0.2% exceeded 35mph. In the westbound direction almost 21% of vehicles exceeded the speed limit and 5.3% exceeded 35mph.
- 2.7 Our personal injury collision records indicate that in the three year period from 01.08.15 to 31.07.18 (the most recent data currently available) there were three personal injury accidents (all classified as slight) in the stretch of The Vale being reviewed. One incident occurred at the junction with Wayside, another at the junction with Dunstan Road and the third approximately 100 metres east of the junction with Dunstan Road. Speed was not recorded as a contributory factor in any of these incidents.
- 2.8 The numbers of motorists exceeding the speed limit is relatively high in both directions in the stretch of The Vale surveyed and the installation of vehicle activated signs may help to address residents' concerns and encourage a reduction in vehicle speeds in The Vale. In addition, this section of The Vale is on a gradient and it is a bus route. We are also introducing a zebra crossing in this stretch of The Vale and the VAS will assist in keeping speeds down. Signs would be installed where possible on lighting columns and would provide the opportunity to monitor vehicle speeds at this location.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to install one vehicle activated sign facing westbound traffic where vehicles travelling downhill may have a tendency to reach greater speeds. Moderately high speeds were recorded at both sites surveyed in the westbound direction.
- 3.2 An alternative option would be to not install any measures however this would not address the concerns raised by residents.
- 3.3 The proposals presented have been produced with limited investigation. An alternative option 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.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee agree with the recommendations in this report, the proposed measures would be implemented and the locations agreed in discussion with Ward Councillors.

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 Finchley and Golders Green Area Committee in October to carry out a speed survey and data analysis. Should the committee approve the recommendation to install vehicle activated signs in The Vale additional funding of approximately £5,000 would be required for each location agreed upon from the F&GG Area Committee CIL funding allocation.

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 Finchley and Golders Green Area Committee

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9742&Ver=4>