



Finchley and Golders Green Area Committee

4 April 2019

Title	Temple Fortune Lane - Speed Survey Results
Report of	Executive Director, Environment
Wards	Garden Suburb
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001544-03 - Survey Location Plan
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Summary

This report details the results of a speed survey carried out in Temple Fortune Lane, NW11.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the speed survey that was undertaken in Temple Fortune Lane, NW11.
2. That the Finchley and Golders Green Area Committee considers the recommendation to install vehicle activated signs and road markings in Temple Fortune Lane at an approximate cost of £10,000 from F&GG Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor John Marshall following concerns raised about speeding in Temple Fortune Lane. The Hampstead Garden Suburb Residents Association advised that they were concerned about vehicle speeds on this road following the results of speed gun survey carried out in September 2018.
- 1.2 The Residents Association advised that speed checks were undertaken on the evening of 11 September 2018 using a speed gun and that the results indicated that vehicles were travelling at an average speed of 31mph. They also stated that 22% of vehicles were recorded as exceeding the speed limit by more than 10%, ie at 34mph or above.
- 1.3 The Finchley and Golders Green Area Committee approved the allocation of funding to carry out a more comprehensive speed survey and to report the results back to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Temple Fortune Lane is situated in NW11 and joins Finchley Road to the north and Meadway and Hoop Lane to the south. The speed limit in the road is 30mph.
- 2.2 A speed survey was conducted at two locations in Temple Fortune Lane from 20 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 locations where the surveys were carried out is shown on Drawing No. BC/001544-03 - Survey Location Plan.
- 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 Temple Fortune Lane during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85th Percentile Speed (mph)
Temple Fortune Lane (site 1)	Northbound	22.7	28.4
	Southbound	24.0	30.1
Temple Fortune Lane (site 2)	Northbound	28.3	33.4
	Southbound	27.3	32

- 2.6 During the week surveyed 9.4% of all vehicles travelling northbound at Site 1 were recorded as exceeding the 30mph speed limit and 1.9% exceeded 35mph (the usual enforceable threshold). In the southbound direction 15.6% exceeded the speed limit and 4.1% exceeded 35mph. At site 2, 34.8% of all northbound vehicles were recorded as exceeding the speed limit and 9.7% exceeded 35mph. In the southbound direction 26.4% of all vehicles were recorded as exceeding the 30mph speed limit and 5.6% exceeded 35mph.
- 2.7 A review of our collision records indicates that there has been one personal injury collision (classified as slight) in Temple Fortune Lane in the three year period from 01.07.15 to 30.06.18 (the most recent data currently available). The incident, involving a car and a pedestrian, occurred on Temple Fortune Lane 50 metres south east of the junction with Finchley Lane. Speed was not cited as a contributory factor in this incident.
- 2.8 In view of the number of vehicles exceeding the speed limit at the southern end of Temple Fortune Lane and in light of the concerns raised by the Hampstead Garden Residents Association, the installation of vehicle activated signs may help to deter speeding on this stretch of road. In addition, SLOW markings to raise driver awareness may be appropriate.
- 2.9 Where possible vehicle activated signs are installed on lighting columns, preferably on the near side of the road. However, in the southern part of Temple Fortune Lane there are only lighting columns on one side of the road and therefore installation on the off-side may be necessary to face northbound traffic. Although the positioning of trees may be a constraint as they can obscure signs, it is considered that that there should be a suitable location to support signs facing both directions to ensure visibility.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to not install any measures in Temple Fortune Lane, however this would not address the concerns raised by residents about speeding.
- 3.2 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.

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. Additional funding estimated at £10,000 would be required should the recommended measures be agreed from the F&GG 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 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

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 None in relation to 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 Collision data has been referenced in the report.

6 BACKGROUND PAPERS

6.5 Finchley and Golders Green Area Committee meeting October 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9742&Ver=4>