



Chipping Barnet Area Committee

2 July 2019

Title	Hampden Way, N14 Speed Surveys
Report of	Executive Director - Environment
Wards	Brunswick Park
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001540-06 - Speed Survey Location Plan
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Summary

This report details the results of speed surveys carried out at four locations in Hampden Way, N14.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken in the above road.
2. That the Chipping Barnet Area Committee considers the recommendation to install vehicle activated signs at the southern end of Hampden Way at an approximate cost of £10,000 from Chipping Barnet Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor Roberto Weeden-Sanz on behalf of residents concerned about speeding in Hampden Way, N14. He requested the installation of Vehicle Activated Signs along the length of Hampden Way, N14.
- 1.2 As Hampden Way is a relatively long road, it was recommended that to confirm the most appropriate locations for the measures, the Committee agreed to conduct more comprehensive speed surveys in the aforementioned road and to report the results back to the Area Committee.
- 1.3 This report summaries the outcome of the speed surveys undertaken.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Hampden Way is situated in Brunswick Park Ward between Osidge Lane to the north and Waterfall Road to the south and is served by the 184 Bus Route. The road is approximately 0.8 miles in length with a speed limit of 30mph.
- 2.2 Speed surveys were conducted at four sites in Hampden Way from 4 March 2019 for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The survey at Site 1 was carried out over a two-week period following damage to the survey equipment which occurred mid-way through the first week. The results for this site were compiled using 7 days full data from this time period. A plan showing the speed survey locations is enclosed.
- 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 during the 7-day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Hampden Way Site 1*	Northbound	24.1*	29.1*
	Southbound	24.3*	29.0*

Hampden Way Site 2	Northbound	26.3	31.4
	Southbound	25.5	30.1
Hampden Way Site 3	Northbound	26.3	31.3
	Southbound	26.3	30.9
Hampden Way Site 4	Northbound	29.8	34.7
	Southbound	28.8	34.7

**Figure comprised of available data compiled over a two-week period following damage to the survey equipment at this site*

- 2.6 The highest speeds were recorded at the southern end of the road and at this site 13.9% of vehicles travelling in the northbound direction were recorded as exceeding 35mph (the usual enforceable threshold) and 13.7% in the southbound direction. The survey data does not indicate a significant variation in the mean and 85th percentile speeds throughout the data period.
- 2.7 The Personal Injury Accident Data has been analysed and between 1 September 2015 and 31 August 2018 (the most recent data currently available) eight accidents occurred in Hampden Way. Six of the incidents occurred at junctions (four involving pedestrians, 2 serious and 2 slight), three at the junction with Summit Way, one at the junction with Arlington Road, one at the junction with Chase Way and one at the junction with Underne Avenue. Of the two other incidents, one occurred 30 metres north of the junction with Arlington Road and the other 50 metres north of the junction with Lincoln Road. Where the Police have attended site, driver error has been cited in several incidents as a contributory factor. Speeding has not been noted as a major contributory factor in these incidents.
- 2.8 The numbers of motorists exceeding the speed limit is relatively high in both directions at the southern end of the road and the installation of vehicle activated signs may help to address residents' concerns and encourage a reduction in vehicle speeds in Hampden Way. Signs would be installed where possible on lighting columns and would provide the opportunity to monitor vehicle speeds at these locations.
- 2.9 The stretch of Hampden Way from Summit Way to Waterfall Road is programmed for resurfacing this year and as part of this work the road markings will be refreshed. It is proposed to install a junction warning sign on Hampden Way on the approach to the junction with Summit Way and Whitehouse Way to provide advanced warning of the junction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to not install any measures however this would not address the concerns raised by residents.
- 3.2 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. However, it is recommended that the VAS are installed first prior to any further study being undertaken.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to 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 “keep the borough moving, including improvements to roads and pavements” 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 An annual allocation of £150,000 is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £282,000. 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.
- 5.2.2 Area Committee funding of £2,000 was agreed at the October Committee to carry out speed surveys and data analysis. Additional funding of £10,000 would be required should the Committee agree with the recommendation to install two vehicle activated signs.
- 5.2.3 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).
- 5.2.4 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 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 Collision data has been referenced in this report.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee meeting October 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9535&Ver=4>

