



Chipping Barnet Area Committee

2 July 2019

Title	Lyonsdown Road, EN5 - Speed Survey
Report of	Executive Director, Environment
Wards	Oakleigh
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC001608-01-01-3300-01-01-Collision data. BC001608-01-01-3300-01-02-Collision data BC001608-01-01-FS_100-01-Proposal BC001608-01-01-3300-01. Speed survey
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Summary

This report details the results of a feasibility study carried out in Lyonsdown Road, EN5 investigating measures to reduce the reported speeding in the road and outline proposals for consideration to address the concerns at this location.

Officers Recommendations

- 1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken in Lyonsdown Road, EN5.**
- 2. That the Chipping Barnet Area committee considers the recommendation to install vehicle activated signs in Lyonsdown Road, EN5 at an approximate cost of £8,000 from Chipping Barnet Area Committee CIL funding.**

1. WHY THIS REPORT IS NEEDED

- 1.1 An issue was submitted at the Chipping Barnet Area Forum in January 2019 raising concerns about children's safety in this residential area caused by vehicles' speeding. They would like to consider the installation of new speed humps or another form of speed control on Lyonsdown Road where the cars travel down the steep section of road. This matter was subsequently referred to the Chipping Barnet Area Committee.
- 1.2 At the Chipping Barnet Area Committee in January 2019 funding was approved to carry out a speed survey and to report back the results to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Lyonsdown Road is situated in EN5 and joins the Great North Road to Station Road. The speed limit on Lyonsdown Road is 30mph.
- 2.2 A speed survey was conducted at 5 sites in Lyonsdown Road from 7 May 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/001608-01-01_3300-01.
- 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 Lyonsdown Road during the 7-day survey in each direction are summarised as follows.

Table 1 – Speed Survey Results

Road	Direction	Average speed (mph)	85th Percentile Speed (mph)
Lyonsdown Road (Site 1)	Northbound	27.4	31.1
	Southbound	24.6	28.0
Lyonsdown Road (Site 2)	Northbound	18.9	22.6
	Southbound	19.7	23.6
Lyonsdown Road (Site 3)	Northbound	24.3	29.1
	Southbound	24.3	29.8
Lyonsdown Road (Site 4)	Northbound	18.4	24.9
	Southbound	21.0	25.0
Lyonsdown Road (Site 5)	Northbound	23.7	29.0
	Southbound	23.3	28.2

- 2.6 At Site 1 during the week surveyed 22.8% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.95% exceeded 35mph (the usual enforceable threshold). In the southbound direction 6.1% exceeded the speed limit and almost 0% exceeded 35mph.
- 2.7 At Site 2, 1% of vehicles travelling Northbound were recorded as exceeding the speed limit and 0% exceeded 35mph. In the southbound direction almost 1% of vehicles exceeded the speed limit and 0% exceeded 35mph.
- 2.8 At Site 3 during the week surveyed. 11.6% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.4% exceeded 35mph (the usual enforceable threshold). In the southbound direction 13.9 exceeded the speed limit and almost 3.3% exceeded 35mph.
- 2.9 At Site 4 during the week surveyed. 2.9% of all vehicles travelling Northbound were recorded as exceeding the 30mph speed limit and 0.0% exceeded 35mph (the usual enforceable threshold). In the southbound direction 2.3 exceeded the speed limit and almost 0.4% exceeded 35mph.

- 2.10 At Site 5 during the week surveyed. 11.3% of all vehicles travelling Northbound were recorded as exceeding the 30mph speed limit and 2.3% exceeded 35mph (the usual enforceable threshold). In the southbound direction 8.8 exceeded the speed limit and almost 2% exceeded 35mph.
- 2.11 Personal injury collision data indicate that in the five-year period from 31.07.13 to 31.07.18 (the most recent data currently available) 25 personal injury accidents (4 classified as serious) happened in the stretch of Lyonsdown Road being reviewed. Eight accidents occurred at the junction with Station Road, one of them was serious, one accident occurred at the junction with Gloucester Road, three at the junction with Longmore Avenue (one of them was serious accident) and seven at the junction with Great North Road two of which were serious accidents. Speed was not recorded as a contributory factor in any of these incidents. Details of the Collisions Data are shown on drawing No: BC/001608-01-01_3300-01_01&02.
- 2.12 After considering the speed survey results and in view of the number of vehicles exceeding the speed limit at site 1 it is proposed to install a new vehicle activated signs outside no. 80 Lyonsdown Road facing northbound traffic to deter speeding on this stretch of the road.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Another option is to install another vehicle activated sign on lighting columns on southbound of Lyonsdown Road in junction of Gloucester Road, as the speed survey results in this stretch of road are 29.8 (mph) southbound and 29.1 (mph) northbound and they are close to the speed limit.
- 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.
- 3.3 The only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised in the petition.

4. POST DECISION IMPLEMENTATION

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

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 Chipping Barnet Area Committee in January to carry out a speed survey and data analysis. Additional funding estimated at £8,000 would be required should the recommended measures be agreed from the Chipping Barnet 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.

5.2.4 An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.282m. 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 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 Chipping Barnet Forum January 2019, please refer to issue 4:
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=9518&Ver=4>

6.2 Chipping Barnet Area Committee January 2019, please refer to item 7:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9737&Ver=4>

