



Finchley and Golders Green Area Committee

9 July 2019

Title	West Heath Drive - Speed Survey Results
Report of	Executive Director, Environment
Wards	Golders Green
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC001609-01-01_3300-01 Speed Survey
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Summary

This report details the results of a speed survey carried out in West Heath Drive, NW11.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the speed survey that was undertaken in West Heath Drive, NW11.
2. That the Finchley and Golders Green Area Committee notes the recommendation that no further action is taken at this time although officers will continue to monitor vehicle speeds in West Heath Drive.

1. WHY THIS REPORT IS NEEDED

- 1.1 A residents' petition was presented at the Residents' Forum on 12 December 2018 with concerns regarding speeding on West Heath Drive and the use of this road as a shortcut to avoid the Golders Green central roundabout.
- 1.2 The Finchley and Golders Green Area Committee on 4 February 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.
- 1.3 This report summarises the results of a speed survey carried out in West Heath Drive, NW11

2. REASONS FOR RECOMMENDATIONS

- 2.1 West Heath Drive runs between Golders Green town centre and Golders Green Hill Park with a speed limit of 30mph. West Heath Drive consists of single yellow lines and parking bays on both northbound and southbound directions. Double yellow line markings can be found by the northbound junction with North End Road and junction with St. Albans Lane.
- 2.2 A speed survey was conducted at 3 sites in West Heath Drive from 14 March 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/001609-01_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 most motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85th percentile speed is not more than the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85th percentile speeds that were recorded in West Heath Drive during the 7-day survey in each direction are summarised as follows:

Date	North Bound		South Bound	
	Mean Speed	85th Percentile Speed	Mean Speed	85th Percentile Speed
Site 1	20.4	26.0	20.3	26.0
Site 2	22.8	28.3	22.6	27.2
Site 3	22.2	27.4	22.6	28.2

- 2.6 At Site 1 during the week surveyed 3.8% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.8% exceeded 35mph. In the southbound direction 3.7% exceeded the speed limit and up to 0.6% exceeded 35mph. At Site 2, 7.2% of vehicles travelling northbound were recorded as exceeding the speed limit and 7.0% exceeded 35mph. In the southbound direction, 7.0% of vehicles exceeded the speed limit and 1.3% exceeded 35mph. In the southbound direction 7.0% exceeded the speed limit and up to 1.3% exceeded 35mph.
- 2.7 Accidents records show only one slight collision at West Heath Drive for the 5-year period to 1st July 2019 caused by poor manoeuvre and not by speeding.
- 2.8 After considering the speed survey information and accident records, it is not proposed to progress the investigation of any additional traffic management measures at this current time. The number of vehicles exceeding the speed limit is significantly low on both northbound and southbound directions within the stretch of West Heath Drive surveyed and therefore one can conclude that there may be no safety improvements needed.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be providing West Heath Drive with the installation of vehicle activated signs may help to address residents' concerns and encourage further reduction in vehicle speeds.
- 3.2 Another alternative would be to convert West Heath Drive into a one-way road. This was to reduce the use of this road as a timesaving approach to avoid Golders Green Gyratory. This method would however increase the speed of vehicles as they would no longer need to consider any upcoming vehicles from an opposite direction. Should the Committee decide to proceed with this option, new funding would be required to carry out further feasibility study.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

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 Committee funding of up to £2,000 was agreed at the Committee in February 2019 to monitor the scheme. No further action is recommended at this current time; therefore, 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 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 Speed survey data has been referenced in the report.

6. **BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9527&Ver=4>