



## Chipping Barnet Area Committee

6 October 2020

<b>Title</b>	<b>Chase Way N14 Speed Survey</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	Brunswick Park
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing No: BC/001750-04-3300-01 Speed Survey Location Plan
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### Summary

This report details the results of speed surveys carried out in Chase Way, N14.

### Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken in Chase Way.
2. That the Chipping Barnet Area Committee agrees the recommendation that, based on the results of the surveys, no further action is taken at this time.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor Roberto Weeden-Sanz at the Chipping Barnet Area Committee (“the Committee”) in October 2019, requesting the installation of two vehicle activated signs (“VAS”) in Chase Way N14. This was in response to concerns raised by residents about speeding.
- 1.2 The Committee agreed to allocate funding to carry out a speed survey in Chase Way, N14 to establish the need for VAS or any other measures, with the results to be reported back to the Committee.
- 1.3 This report summaries the outcome of the speed surveys undertaken.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 Chase Way is situated in Brunswick Park Ward between Chase Side (A111) and Hampden Lane. It is a residential road in proximity to two schools, Ashmole Academy which is located on adjoining Cecil Road and Osidge Primary School, which is located on Chase Side, with pedestrian access via Cecil Road. Chase Way has a 30mph speed limit.
- 2.2 Speed surveys were conducted at three sites in Chase Way for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day during the 7-day period. The speed surveys were initially installed on 23 January 2020, however due to damage occurring to the survey equipment at two of the sites, the surveys at Sites 1 and 2 were re-installed the following week in order to obtain a full week’s data. A plan showing the sites where the speed surveys were carried out is set out at Appendix A of this report.
- 2.3 The speed survey provides both the average speed and the 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. The average speeds and 85<sup>th</sup> percentile speeds that were recorded during the 7-day survey in each direction are summarised as follows, table 1:

Location	Survey Date	Direction	Average speed (mph)	85 <sup>th</sup> Percentile Speed (mph)
Site 1	30/01/20 – 05/02/20 inclusive	Northbound	21.3	26.7
		Southbound	20.1	25.1
Site 2	30/01/20 – 05/02/20 inclusive	Northbound	22.5	27.2
		Southbound	23.0	27.5

Site 3	23/01/20 – 29/01/20 inclusive	Northbound	24.2	28.8
		Southbound	24.1	28.8

Table 1: average speeds and 85<sup>th</sup> percentile speeds

2.5 The numbers of motorists exceeding 35mph (the usual enforceable threshold) were found to be relatively low:

- Site 1, 1% of all vehicles were recorded as exceeding this speed in the northbound direction and 0.5% in the southbound direction.
- Site 2, 1% of all vehicles were recorded as exceeding this speed in the northbound direction and 1.2% in the southbound direction.
- Site 3, 1.9% of vehicles in both directions were recorded at speeds of over 35mph.

2.6 The Personal Injury Accident Data, provided by Transport for London, has been analysed. Six personal injury accidents have been recorded in Chase Way in the three-year period from August 2016 to July 2019 (the most recent data currently available). Three of the incidents occurred at the junctions of Chase Way and adjacent roads. Speed was not cited as the primary contributory factor in any of these incidents. Further details of the incidents are outlined below in Table below.

Date	Location	Classification	Probable contributory factors as identified by the Police (where present)
04/11/16	Chase Way j/w Cowper Road	Slight	103 – slippery road (due to weather) 401 – junction overshoot 408 – sudden braking
08/09/17	Chase Way j/w Burleigh Gardens	Slight	403 – poor turn or manoeuvre
22/10/17	Chase Way j/w Hampden Way	Slight	405 - Failed to look properly
22/06/18	Chase Way 20m west of j/w Cecil Road	Slight	701 – Vision affected by stationary or parked vehicle 405 - Failed to look properly 406 – Failed to judge another person's path or speed
08/09/18	Chase Way 30m east of j/w Hampden Way	Slight	Unknown (self-reported incident)
05/05/19	Chase Way (exact location not provided)	Slight	Unknown (self-reported incident) *

\*2019 data currently provisional

Table 2: Personal Injury Accident Data, provided by Transport for London

2.7 After consideration of both the speed survey results and the accident records for Chase Way, it is not proposed to progress with the installation of VAS and or any other traffic management measures at this time.

2.8 Residents who have concerns about speeding may be interested in an initiative introduced by the Police and Transport for London called Community Roadwatch. This gives residents the opportunity to work side by side with their local police teams in order to use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information helps to inform the future activity of local police teams.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

3.1 Alternative options are not being considered at this time following the speed survey and accident investigation analysis.

### **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.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

5.1.1 The proposals here will particularly help to address the Council's 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 Area Committee funding of £2,000 was agreed at the Committee in October 2019 to carry out the speed surveys and data analysis. As no further action is recommended, 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 Article 7 of the Council's Constitution states that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees".

#### **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 recommendations are not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group.

## 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 2019.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9879&Ver=4>