

	<p>Chipping Barnet Area Committee</p> <p>21 April 2021</p>
Title	<p>Stapylton Road, EN5 – Speed Survey Results</p>
Report of	<p>Executive Director Environment</p>
Wards	<p>High Barnet</p>
Status	<p>Public</p>
Urgent	<p>No</p>
Key	<p>No</p>
Enclosures	<p>Drawing no: BC001966-02_FS_100-01Speed Survey location</p>
Officer Contact Details	<p>Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk</p>
<p>Summary</p>	
<p>This report details the results of a speed survey carried out in Stapylton Road, EN5.</p>	

<p>Recommendations</p>	
<p>1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken on Stapylton Road, High Barnet.</p>	
<p>2. That the Chipping Barnet Area Committee notes the recommendation that no further action is taken at this time in Stapylton Road, High Barnet.</p>	

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item submitted to the Chipping Barnet Area Committee in October 2020 outlined concerns raised by a resident relating to speeding on Stapylton Road, between Salisbury Road and Union Street, EN5.

- 1.2 Following discussion of the item, the Chipping Barnet Area Committee unanimously agreed and resolved:

'that the Committee unanimously approve £2000 CIL funding for a speed survey to be conducted.'

- 1.3 This report summarises the outcome of the speed survey undertaken.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Stapylton Road is situated in Chipping Barnet and joins St Albans Road to Wood Street. The speed limit is 30mph with it being heavily trafficked, featuring firstly vehicles wishing to reach the M25 and the northern outskirts of Greater London and secondly pedestrians wishing to shop in the local High Street and The Spires Shopping Centre. There are also 2 public car parks along Stapylton Road as well as Chipping Barnet library and a multifunction private hall.
- 2.2 A speed survey was conducted at two sites in Stapylton Road from 15 March 2021 for a week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The proposed locations were confirmed with Ward Councillors prior to installation, and confirmation was also obtained from them to proceed with the surveys during the present COVID-19 restrictions. A plan showing the 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 in Stapylton Road during the 7-day survey in each direction are summarised in Table 1:

Table 1 – Speed Survey Results

Road	Direction	Average Speed (mph)	85th Percentile Speed (mph)
Stapylton Road (Site 1)	Northbound	20.0	24.4
	Southbound	21.9	26.2
Stapylton Road (Site 2)	Northbound	21.2	25.5
	Southbound	21.2	25.6

- 2.6 Personal Injury Collision Data from December 2018 to October 2020 was analysed in relation to this location (the most recent data currently available). Only one incident was recorded and had a classification of 'slight'. This incident occurred at the junction with Union street. No cause was given.
- 2.7 At Site 1 during the week surveyed 2.2% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.3% exceeded 35mph (the usual enforceable threshold). In the southbound direction 4.4% exceeded the speed limit and 0.7% exceeded 35mph.
- 2.8 At Site 2 during the week surveyed 3.1% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.4% exceeded 35mph (the usual enforceable threshold). In the southbound direction 2.2% exceeded the speed limit and 0.7% exceeded 35mph.
- 2.9 It is worth noting that this survey was carried out during the national COVID lockdown with schools not fully operational and that traffic volumes were likely lower than usual. However, this would have a negligible effect on traffic speeds. If anything, speeds would be above average due to lessened congestion.
- 2.10 In view of the results of the speed survey, it is not proposed to progress the investigation of any additional speed reduction measures at this current time.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The traffic survey did not reveal a prevalence of speeding between Union Street and Salisbury Road. No further action is recommended.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee agree with the recommendations in this report, no further action will be taken.

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 As the recommendation is not to proceed with any improvements at this location, no additional funding is required from The Chipping Barnet Area Committee CIL funding.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 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 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010

- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

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 If the scheme is not progressed no Consultation will be required.

5.9 **Insight**

5.9.1 Not applicable in the context of this report.

6. **BACKGROUND PAPERS**

6.1 Chipping Barnet Residents Forum September 2020, please refer to issue 4:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10162&Ver=4>

6.2 Chipping Barnet Area Committee October 2020, please refer to item 6:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10124&Ver=4>