

Chipping Barnet Area Committee

29 June 2021

Title	Gallants Farm Road EN4 - Speed Surveys
Report of	Executive Director - Environment
Wards	Brunswick Park / East Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001966-07 -FS-100-01 Speed Survey BC/001966-07 -FS-100-02 VAS location
Officer Contact Details	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

Summary

This report details the feasibility study undertaken to investigate measures to reduce the reported speeding on Gallants Farm Road and outlines 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 surveys that were undertaken in Gallants Farm Road, EN4.
2. That the Chipping Barnet Area Committee notes that the Environment Director the proposal to install vehicle activated signs and road markings in Gallants Farm Road at an approximate cost of £15,070 from the Road Safety & Parking funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Member's Item was raised by Councillor Roberto Weeden-Sanz at the January 2021 Chipping Barnet Area Committee on behalf of the residents of Gallants Farm and Alverstone Avenue. Residents reported concerns about speeding along Gallants Farm Road, leading to a recent car accident that took place on the corner of Gallants Farm and Alverstone Avenue.
- 1.2 The Committee unanimously approved for a feasibility study be carried out at the costs of £5,000. This report summarises the results of the feasibility study and relevant recommendations.

2. REASONS FOR RECOMMENDATIONS

2.1 Investigations and Traffic Surveys:

- 2.1.1 Gallants Farm Road is situated in EN4 and it lies between two wards – East Barnet Ward and Brunswick Park Ward. The road runs north to south between Albemarle Road and Russell Lane. It is residential in character and the speed limit is 30mph.
- 2.1.2 Speed surveys were conducted at three sites in Gallants Farm Road from 1st February 2021 for one 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 and to confirm they were happy to proceed with the surveys during the present COVID-19 'lockdown' conditions. A plan showing the speed survey locations is attached in Appendix 2.
- 2.1.3 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).
- 2.1.4 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.
- 2.1.5 The average speeds and 85th percentile speeds that were recorded on Gallants Farm Road during the 7-day survey in each direction are summarised in Table 1 below:

Table 1 – Speed Survey Results

Road	Direction	Mean speed (mph)	85th Percentile Speed (mph)
Site 1 (near Burlington Rise)	Northbound	28.9	34.1
	Southbound	28.6	34.2
Site 2 (near Alverston Avenue)	Northbound	31.2	37.0
	Southbound	30.3	37.0
Site 3 (near Russell Lane)	Northbound	24.9	29.2
	Southbound	25.2	30.3

- 2.1.6 At Site 1, during the 7-day survey, 40.04% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 11.73% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 40.07% exceeded the speed limit 30mph and 11.93% exceeded 35mph.
- 2.1.7 At Site 2, during the 7-day survey, 60.5% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 23.3% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 55.7% exceeded the speed limit 30mph and 23.7% exceeded 35mph.
- 2.1.8 At Site 3, during the 7-day survey, 11.30% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.05% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 16.4% exceeded the 30mph speed limit and 3.46% exceeded 35mph.
- 2.1.9 The 85th percentile speeds recorded an average at around 35mph or below (the usual enforceable threshold) at two of the three sites. Further analysis shows that greater numbers of motorists exceeded the enforceable limit at Site 2 (approximately 23% in both the northbound and southbound directions), compared with approximately 12% in each direction at Site 1 and 2% and 4% in both directions at Site 3.
- 2.1.10 The Personal Injury Accident Data have been analysed, and between 1 December 2017 and 31 September 2020 (the most recent data currently available), four personal injury accidents in Gallants Farm Road were recorded. All four accidents are classified as 'slight' in severity with three of the accidents recorded at the junction with Russel Lane and one involved with pedal cycle in the hours of darkness, 100m from the junction with Alverston Avenue. Unfortunately, we only have limited information about these incidents, however three of them appear to have been rear end shunt type

incident, all occurring in slow moving traffic, although it is not clear whether speeding was a contributory factor in this incident.

2.2 Proposals and recommendations:

- 2.2.1 From the survey analysis at Site 1, it was found that more than 40% of the vehicles were travelling at between 30mph and 35mph in both directions. Hence 'dragon's teeth' markings and additional slow markings are recommended on the northbound and southbound approaches at this location.
- 2.2.2 In view of the numbers of motorists exceeding the speed limit at Site 2 in both directions, and given that this stretch of road near Alverstone Avenue has a relatively straight alignment with clear forward visibility which may encourage speeding, it is considered that the installation of vehicle activated signs (VAS) would be beneficial to remind motorists of the speed limit. Therefore, it is recommended to install VAS displaying '30 SLOW DOWN' to face both northbound and southbound traffic at suitable sites in the vicinity of Alverstone Avenue.
- 2.2.3 Taking into consideration the concerns raised by residents about speeding on the approaches to Site 2, 'Dragon's teeth' markings and 'SLOW' road markings are also recommended in addition to the VAS as a further speed deterrent.
- 2.2.4 The traffic survey indicated that the 85th percentile speed at Site 3 in both northbound and southbound directions was around 30mph, therefore no engineering measures have been recommended at this location at this stage.
- 2.2.5 Where possible VAS are installed on lighting columns, preferably on the near side of the road. The lamp columns in Gallants Farm Road are positioned on both sides of the road. The proposed vehicle activated signs will be mounted on the lamp column outside property number 66 for southbound traffic and on a lamp column between property numbers 79 and 81 for northbound traffic.

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.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, and approve funding, 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 "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 £5,000 was agreed at the Chipping Barnet Area Committee in January 2021 for the feasibility study.

5.2.2 Additional funding of **£15,070** would be required should the Committee agree with the recommendation to install two vehicle activated signs and additional road markings. This allows for the provision of new posts to install the signs, which may be required due to the age of the lighting columns at this location.

5.2.3 A breakdown of the costs for these measures is provided below.

Activity	Estimated costs
Detailed Design (Includes Design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£3,000
Build Cost including Street Lighting	£10,700
Sub-TOTAL	£13,700
Implementation and post implementation Fees @ 10%	£1,370
GRAND TOTAL	£15,070

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.

5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.4.3 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.4 Statutory consultation (if required) will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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.

5.6.4 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

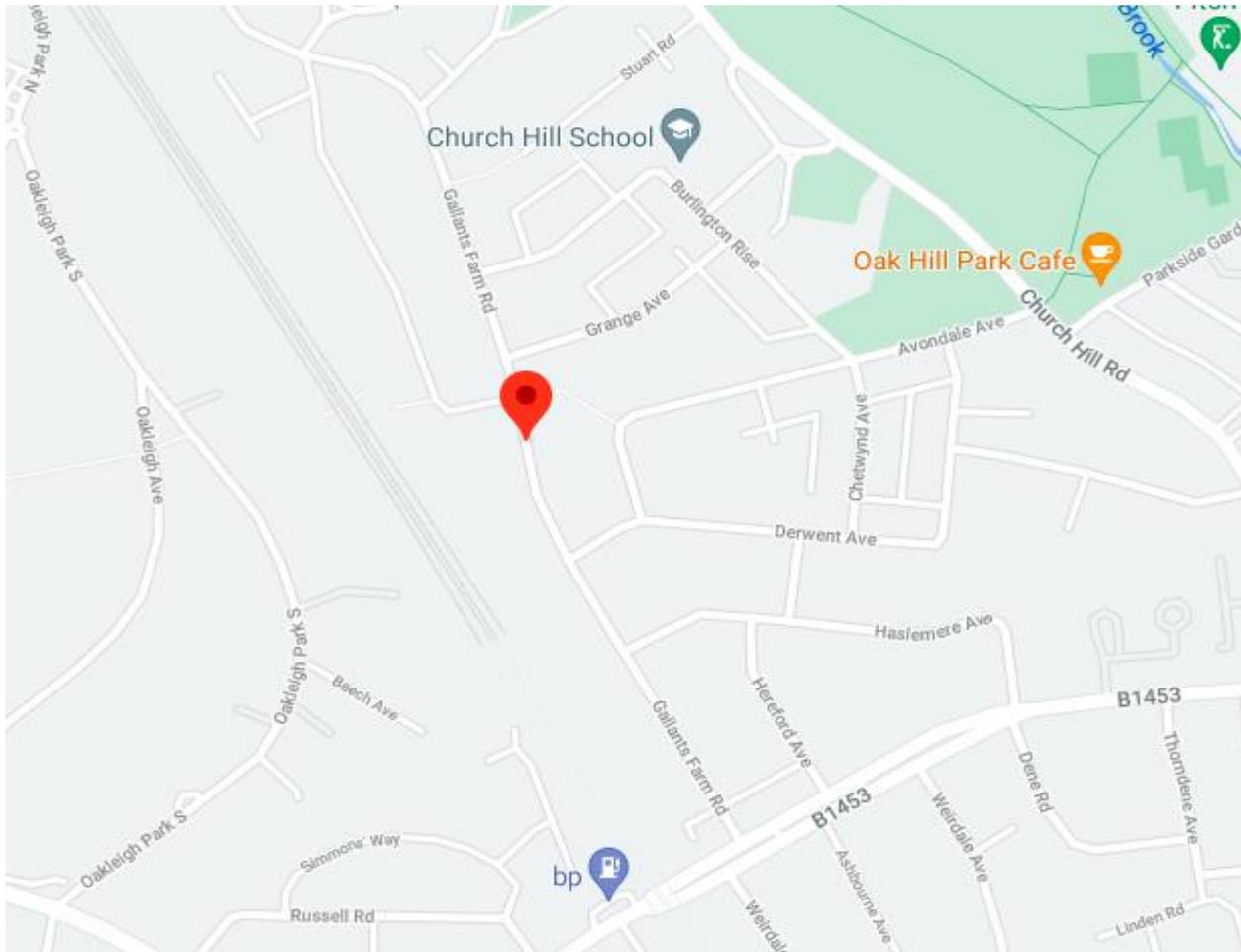
5.9.1 Collision data has been referenced in this report.

BACKGROUND PAPERS

- 5.9 Chipping Barnet Area Committee meeting, January 2021.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10125&Ver=4>
- 5.10 Chipping Barnet Residents Forum, January 2021.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10163&Ver=4>

Appendix 1

Location Map



Appendix 2

Speed survey Locations



Speed survey Location 1



Speed survey Location 2



Speed survey Location 3



Appendix 3

Collision locations

