

Chipping Barnet Area Committee

29 June 2021

Title	Oakleigh Park South – Whetstone N20 - Speed Surveys
Report of	Executive Director - Environment
Wards	Oakleigh Ward
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001966-04 -FS-100-01 DRG1
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Summary

This report details the results of speed surveys carried out at three locations in Oakleigh Park South and in Oakleigh Park North N20 following concerns raised by Members to address speeding problems on this road.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken on Oakleigh Park South, Whetstone.
2. That the Chipping Barnet Area Committee note the proposal to install 4 (four) Vehicles Activated Signs (“VAS’s”), and refresh or install new road markings in the area, at an approximate cost of £26,400 from Chipping Barnet Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was submitted to the Chipping Barnet Area Committee on 6th October 2020 by Councillor Smith outlining the speeding problems on Oakleigh Park South.
- 1.2 Following discussion of the item, the Chipping Barnet Area Committee unanimously agreed the requested sum of £2,000 to conduct speed surveys on Oakleigh Park South.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Oakleigh Park North and South are situated in the Oakleigh ward and they are predominantly residential in character with a speed limit of 30mph.
- 2.2 Speed surveys were conducted at three sites in Oakleigh Park South and Oakleigh Park North from 1 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 prior to installation, to confirm they were happy to proceed with the surveys during the present 'lockdown' conditions. A plan showing the speed survey locations is attached in Appendix 1.
- 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 during the 7-day survey in each direction are summarised as follows:

Table 1 – Speed Survey Results

Road	Direction	Mean speed (mph)	85 th Percentile Speed (mph)
Site 1 Oakleigh Park South (junction with Oakleigh Park Avenue)	Northbound	28.7	32.9
	Southbound	26.9	31.9
Site 2 Oakleigh Park south (Closer to Sacred Heart Roman Catholic Primary School)	Northbound	26.2	30.9
	Southbound	26.5	31.0
Site 3 Oakleigh Park North (Adjacent to Oakleigh Park Station)	Northbound	26.6	31.2
	Southbound	25.3	30.2

- 2.6 At Site 1, during the week surveyed 37.64% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 7.16% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 18.76% exceeded the speed limit 30mph and 3.38% exceeded 35mph.
- 2.7 At Site 2, during the week surveyed 19.69% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 4.03% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 20.95% exceeded the speed limit 30mph and 3.73% exceeded 35mph.
- 2.8 At Site 3, during the week surveyed 21.94% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 4.65% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 15.97% exceeded the 30mph speed limit and 3.01% exceeded 35mph.
- 2.9 The 85th percentile speeds recorded average at around below 35mph (the usual enforceable threshold) at three of the sites. Further analysis shows that greater numbers of motorists exceeded the 30mph speed limit at Site 1 by 38% in the northbound direction and at Site 2, approximately 20% in both the northbound and southbound directions.
- 2.10 The Personal Injury Accident Data have been analysed, and between 1 February 2017 and 31 May 2020 (the most recent data currently available), three personal injury accidents in Oakleigh Park South were recorded. Two accidents are classified as 'slight' in severity and occurred at the junction with Chandos Avenue and Oakleigh Park North. Unfortunately, we only have limited information about these incidents, however two of which appeared to have been rear end shunt type incident, both occurred in slow moving traffic. The third incident occurred near to Oakleigh Park North junction, although it is not clear whether speeding was a contributory factor in this incident.

- 2.11 The numbers of motorists exceeding the speed limit in both directions in all three sections indicates that some drivers may not realise that the speed limit of this road is 30mph. Therefore, it is recommended that all road markings to be refreshed along with new 'SLOW' road markings to be installed in the vicinity of all three locations.
- 2.12 The installation of VAS's displaying '30 SLOW DOWN' is also recommended as this would be beneficial to remind motorists of the speed limit. Where possible VAS's are installed on lighting columns, preferably on the near side of the road. However, it is considered that there should be suitable locations to support signs in both directions, although new posts may be required.
- 2.13 Given that Site 1 has the highest number of motorists exceeding the limit in both directions, it is recommended additional 'Dragons teeth' road markings are to be installed, as well as the measures in 2.12, as a further speed deterrent. These will be situated prior to the bends on Oakleigh Park South.
- 2.14 At Site 2, there are a number of motorists exceeding the speed limit in both directions in the vicinity of Sacred Heart RC Primary School according to the speed survey. The installation of VAS's displaying '30 SLOW DOWN' are recommended as this would be beneficial to remind motorists of the speed limit. Where possible VAS's are installed on lighting columns, preferably on the near side of the road. However, it is considered that there should be suitable locations to support signs in both directions, although new posts may be required. In addition, two set of "dragon's teeth" road markings are also recommended.
- 2.15 In Site 3, two accidents were classified as 'slight' in severity and occurred at the Chandos Avenue / Oakleigh Park North junction. Unfortunately, we only have limited information about these incidents, and it is unclear if speeding is the contribution factor, therefore no measures will be proposed at this location at present.
- 2.16 It is worth noting that as the two recorded incidents recorded at the Chandos Avenue / Oakleigh Park North junction appeared to be shunt-type collision at the zebra crossing. It may be beneficial to resurface the area in the vicinity of the zebra crossing with a higher skid resistance material at a later stage to mitigate this type of collision.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option could be to install a few sets of speed cushions on Oakleigh Park South between property numbers 48-34. However, the cost for the installation of the speed cushions would be circa £15,000 and might be excessive to justify given the speeding's at the Sites were not at exceptionally high speeds, as well as considering that vertical traffic calming measures are generally not favoured in the Borough.
- 3.2 Another option would be to not install any measures however this would not address the concerns raised by residents.

4. POST DECISION IMPLEMENTATION

4.1 The proposed measures will 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 “London Highway Maintenance and Projects Framework North Area” schedule of rates have been used to carry out a preliminary high-level cost estimate for installing the proposed works at each site as shown in the table below.

Activity	Estimated costs
Detailed Design (Includes Design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£4,000
Build Cost including Street Lighting	£20,000
Sub-TOTAL	£24,000
Implementation and post implementation Fees @ 10%	£2,400
GRAND TOTAL	£26,400

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. 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.

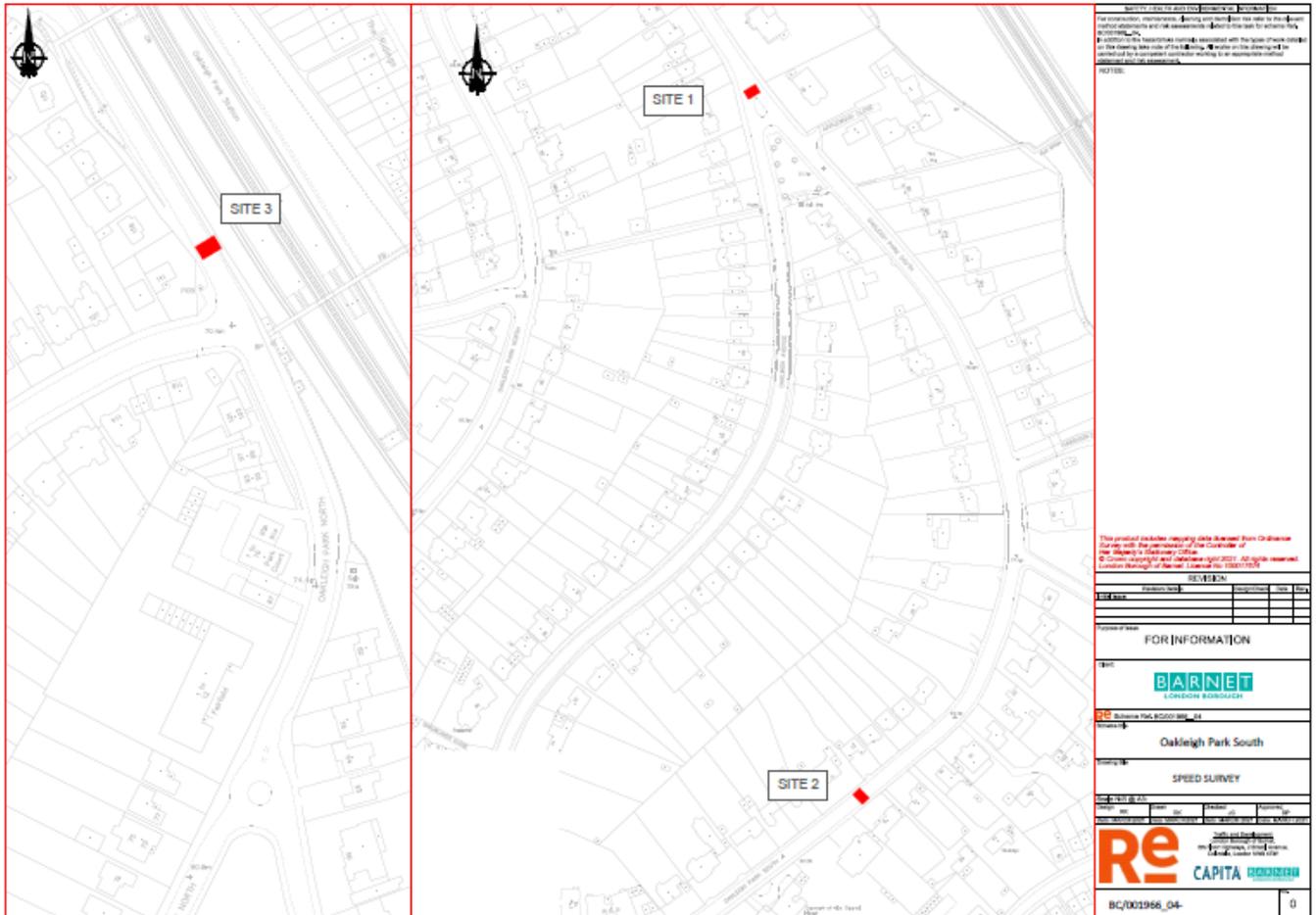
5.9 Insight

- 5.9.1 Collision data has been referenced in this report.

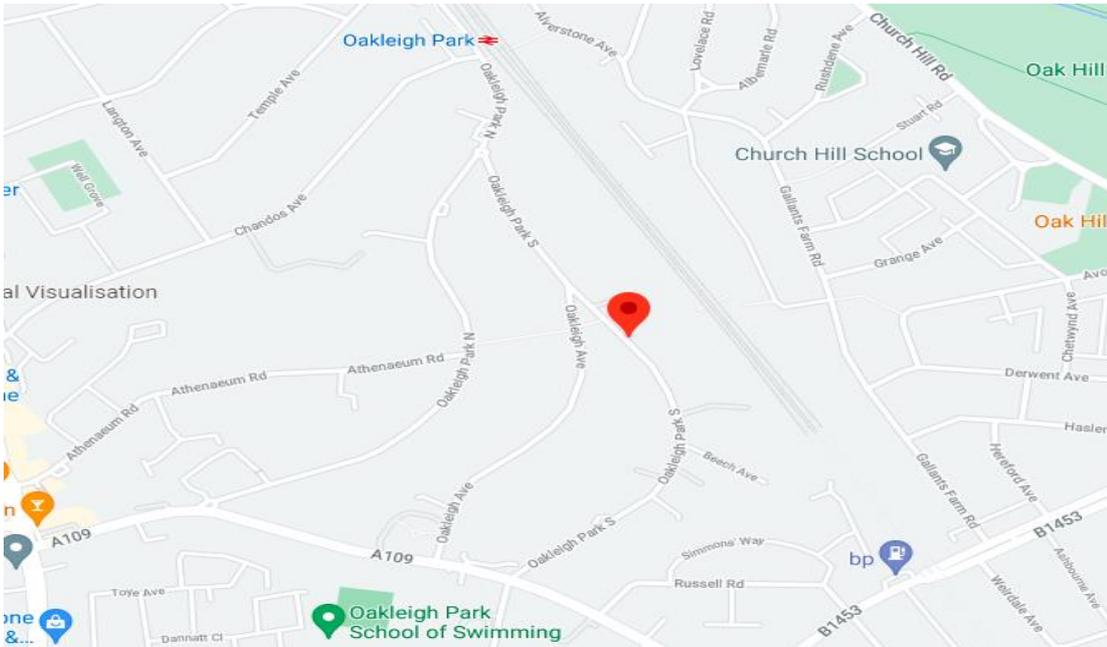
6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee, 6 October 2020, item 9.
<https://barnet.moderngov.co.uk/ie/ListDocuments.aspx?CId=711&MId=10124&Ver=4>

Appendix 1



Appendix 2



Appendix 3



Appendix 4



Appendix 5

