

## Officer Decision

<b>Title</b>	<b>RSE039 – Gallants Farm Road and Surrounding Roads.</b>
<b>Date of decision</b>	<b>November 2025</b>
<b>Decision taker</b>	Ian Edser – Director of Highways and Transportation, Environment directorate <a href="mailto:ian.edser@barnet.gov.uk">ian.edser@barnet.gov.uk</a>
<b>Summary of the decision</b>	The Director of Highways and Transportation, Environment directorate, will allocate [REDACTED] from the Road Safety and Parking budget to progress the proposal to public consultation to obtain the citizen validation before progressing the scheme to subsequent design stages.
<b>Decision</b>	<p><b><u>BACKGROUND INFORMATION:</u></b></p> <p>Concerns regarding speeding issues on were raised by Cllr Simon Radford in June 2024 through a Member’s Request. It was agreed to allocate [REDACTED] from the RS&amp;P funding to undertake speed surveys along Gallants Farm Road.</p> <p>In April 2025, further enquiries were received from the community requesting the inclusion of additional roads - Haslemere Avenue, Derwent Avenue, Avondale Avenue, Rushdene Avenue, Cedar Avenue and Capel Road- within the study area as they share the same characteristics to the Gallants Farm Road/Alverstone Avenue axis. The request reasonably highlights that if these roads are not included, they would be embedded between two 20 mph speed limits: Church Hill Road (as part of scheme RSE043) and Gallants Farm, creating an inconsistent and counterintuitive approach as those roads are entirely residential.</p> <p>This report aims to summarise the context, extract relevant information, highlight key findings and incorporate recommendations to enable appropriate progression if required.</p> <p><b><u>ANALYSIS – SITE CHARACTERISTICS</u></b></p> <p>Gallants farm and surroundings appear to be a section of the network in where the design team identified a number of possibles upgrades to lift the standards up to adequate levels; among the issues detected the following requires attention:</p>

- The lack of junction protection measures along the whole scheme boundary encourages dangerous parking around the corners and severely affect visibility on some risky cases.
- The lack of tactile facilities, existing kerb alignments and footway surface conditions harshly impact the condition of pedestrian facilities around the whole section.
- The geometrical characteristics and road layout of the whole context (roads with a generous carriageway width with a practically absolute absence of parking & waiting restrictions); promotes undesired behaviours that have a significant impact on road safety.

### **ANALYSIS – SPEED DATA**

Gallants Farm Road/Alverstone Avenue axis and the surrounding local roads are part of London Borough of Barnet public highway, specifically located within the Brunswick Park Ward. Gallants Farm Road, Alverstone Avenue and surrounding residential roads (Haslemere Avenue, Hereford Avenue, Wyndham Road, Derwent Avenue, Connaught Avenue, Avondale Avenue, Chetwynd Avenue, Burlington Rise, St Marys Road, Grange Avenue, Sturat Road, Rushdene Avenue, Albemarle Road, Lovelace Road, Cedar Avenue and Oakhurst Avenue) are signposted as 30mph roads.

As can be seen in the indicative image below (figure 1) speed surveys were conducted at five locations within Gallants Farm Road, from 3<sup>rd</sup> October 2024, until 10<sup>th</sup> October 2024 with vehicular 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; during the period of survey, no strikes or restrictions to people's movements were reported and schools were fully operational.

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).

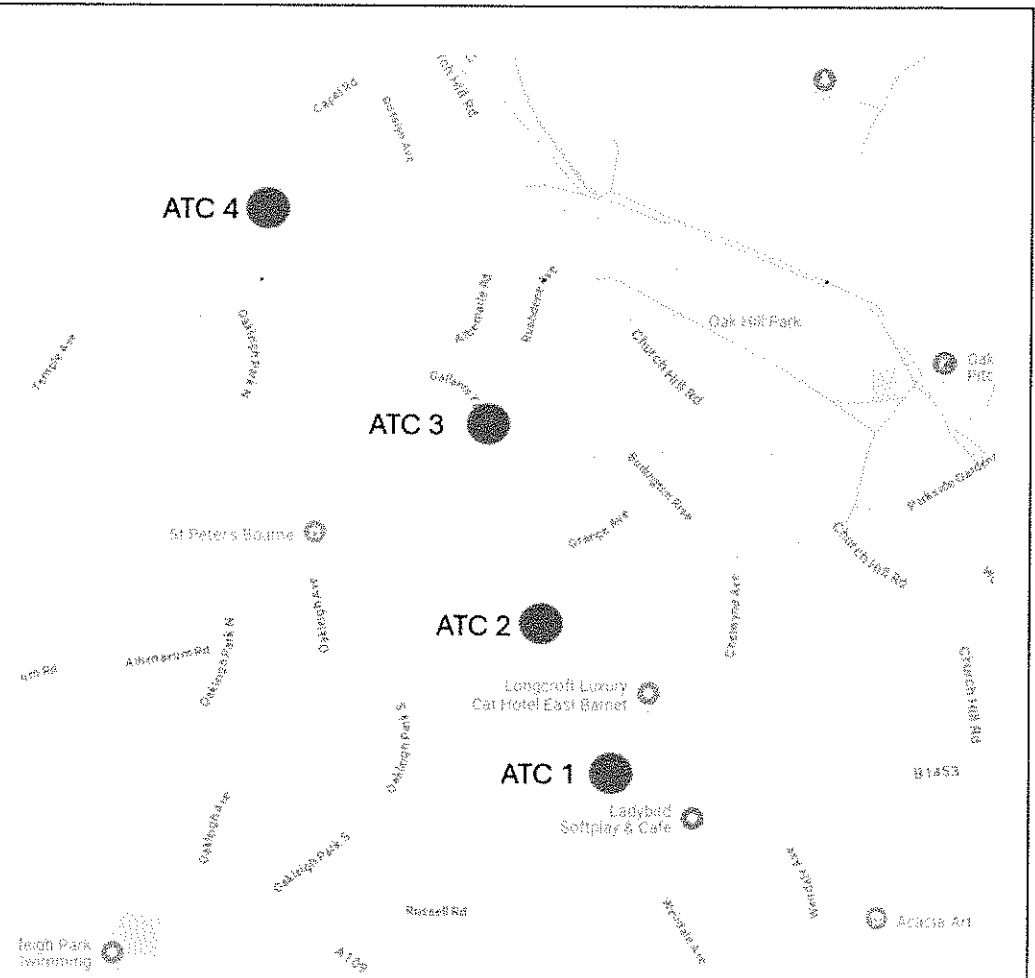


Figure 1 - Indicative ATC location plan.

The average speeds and 85<sup>th</sup> percentile speeds that were recorded on Gallants Farm Road and Church Hill Road during the 7-day survey in each direction are summarised in Table 1 below.

<i>Road</i>	<i>Direction</i>	<i>Average Speed (mph)</i>	<i>85th Percentile (mph)</i>
<b>Gallants Farm Road ATC (Site 1)</b>	Northbound	27.6	32
	Southbound	27.9	32.9
<b>Gallants Farm Road ATC (Site 2)</b>	Northbound	29	33.4
	Southbound	28	32.7
<b>Gallants Farm Road ATC (Site 3)</b>	Northbound	27.1	31.1
	Southbound	27.1	31.8
<b>Gallants Farm Road ATC (Site 4)</b>	Northbound	22.7	27.3
	Southbound	21.8	27

Table 1 – Speed Survey Results

The result show that although average vehicular speed oscilates below the posted speed limit; the 85 percentile indicates occasional behaviours that elevates speed to concerning levels (particularly given that the roads within the scheme are clearly residential in character). Isolated instances of high speed within residentil areas are generally considered significant hazards that require appropriate mitigation. This is especially critical considering the presence of several attractors such as shopping parades, nurseries, primary schools and parks which draw high flow of pedestrians

In order to obtain a real understanding of the situations encountered within the Gallants Farm/Alverstone Avenue axis; the Highways Assets Design Team decided to make a comparison with the data gathered from the above survey with those captured prior to the installation of Vehicle Activated Signs (VAS) as part of previous studies. The team wishes to understand therefore, if an effective change of the situation was obtained after the installation of the light touch measures such as the Vehicle Activated Signs.



Figure 2 - Indicative location for previous surveys

The statistical analysis of the speed survey data, showed in Table 2 below, before and after the installation of the Vehicle Activated Sign (VAS) on Gallants Farm Road confirms that the VAS were effective at reducing speed on Gallants Farm near Alverstone Avenue and near Burlington Rise but they were not very effective near the junction with Russel Lane.

Section	Before		After	
	Mean Speed	85 <sup>th</sup> percentile	Mean Speed	85 <sup>th</sup> percentile
Gallants Farm (Russel Lane Jct)	24.9	29.2	27.6	32
	25.2	30.3	27.9	32.9
Gallants Farm (Alverstone Avenue Jct)	31.2	37.0	29.0	33.4
	30.3	37.0	28.0	32.7
Gallants Farm (Burlington Rise Jct)	28.9	34.1	27.1	31.1
	28.6	34.2	27.1	31.8

Table 2 - Comparison between surveys

**ANALYSIS - COLLISION DATA**

Five (5) collisions have been recorded within Gallants Farm Road/and surrounding area, during the past five (5) years; fortunately, none of them were categorised as serious/severe.



Figure 3 - Indicative collision map

As can be seen in the collision indicative map, the most significant concern for road safety lies around the main junction with Russell Lane where existing traffic movement/manoeuvres originated unsafe situations that occasionally result in road accidents or incidents. The rest of the section maintains a clear/low accident record; therefore, no significant issues are highlighted at this particular time.

Collision	Year	Where	Type	Involved			Condition		
				Ped	MC	Car	Road	Light	Weather
01200265762	'20	Grange Av Jct	Front Back	0	1	1	Ok	Day	Dry
01220404942	'22	Grange Av Jct	Front Back	0	1	1	Ok	Night	Dry
01220416855	'22	Grange Av Jct	Unk	0	0	2	Ok	Night	Wet
N/C	'22	Derwent Av	Unk	0	0	2	Ok	Day	Dry
N/C	'21	Cedar av	Side	0	0	2	OK	Day	Dry

Table 4 - Collisions report

Having checked the accident data the following trends can be extracted :

- The severity of the accidents can be categorised as slight or minor.
- There has not been an increment in road collisions evidenced through the years.
- Street lighting appears to have played no role in the appearance of accidents.
- Roads surface and drainage can be discarded as a cause to the occurrence of the accidents.
- No pedestrians had been injured within the extend of the proposal; if relying in the information provided by Stats 19.
- Two of the three accidents involved motorcyclists.
- All the accidents that occurred within Gallants Farm Road were recorded around Grange Avenue junction; which might indicate a road layout improvement needed or recommended.

- The types of collisions are not defined due to the inaccuracy of the reports within the data; however it might worth noting the appearance of the front-back collision within one of them around Grange Avenue junction, which might corroborate the situation highlighted on point 5 above.

#### **ANALYSIS-CONCLUSIONS:**

The following points can be extracted after the analysis produced:

1. Pedestrian facilities appear outdated and frequently the lack of them (specially around junctions) endanger vulnerable road users against predominant modes of transport such as vehicles.
2. Although mean vehicular speeds fluctuate within the tolerances (30 mph); the analysis flag several situations associated with punctual undesired road behaviours.
3. 30 mph is an elevated signpost for an area with an eminent residential vocation that includes several important pedestrian attractors such as nurseries, schools, parks, churches and shopping parades.
4. The absence of parking & waiting restrictions within junctions encourage dangerous parking that obstruct visibility, occasionally illegally invade footway and put road users in risks.
5. Certain trends are easily identified as a result of the incidents recorded within the study area: turning movement, sudden braking, bad positioning appear to be cause of the incidents that occurred within the section. Motorcyclist and motorists appear to be the most affected users from the uncertainty the current layout provides.

#### **DESIGN RECOMMENDATIONS:**

The Asset Design Team recommends introducing more extensive physical measures that replace current VAS signs to ensure speed compliance and reinforce the residential vocation of the road as well as maintain motor vehicular speed within acceptable threshold; officers suggest to incorporate the following engineering:

1. Introduction of a 20 mph speed limit on Gallants Farm and adjacent roads (Haslemere Avenue, Hereford Avenue, Wyndham Road, Derwent Avenue, Avondale Avenue, Chetwynd Avenue, Connaught Avenue, Burlington Rise, Grange Avenue, St Mary's Road, Stuart Road, Rushdene Avenue, Alverstone Avenue, Albemarle Road, Lovelace Road, Cedar Avenue, Roslyn Avenue and Oakhurst Avenue) to reinforce the residential vocation of this section of the network.
2. Introduction of raised tables/entry treatments to the 20-mph speed limit onto the following locations: Gallants Farm Road/Russel Lane, Gallants Farn Road/Haslemere Avenue, Gallants Farm Road/Derwent Avenue junction, Gallants Farm Road/Alverstone Avenue junction, Gallants Farm Road/Burlington Avenue junction, Gallants Farm Road/Rushdene Avenue junction and Gallants Farm Road/Albemarle junction.
3. Introduction of vertical calming measures in the form of sinusoidal humps along the Gallants Farm Road/Alverstone Avenue Axis on punctual locations between the tables to ensure the effectivity of a lower speed environment.
4. Introduction of vertical calming measures in the form of sinusoidal humps within the following roads: Derwent Avenue, Avondale Avenue, Rushdene Avenue and Burlington Rise to deter punctual speeding behaviours detected along these sections.
5. Introduction of no parking and waiting restrictions (Double Yellow Lines) on secondary junctions along the whole study area as junction protection measures to deter dangerous parking and enhance visibility.
6. Introduction of tactile paving facilities on junctions along the Gallants Farm Road/Alverston Avenue axis (Gallants Farm Road/Russel Lane, Gallants Farn Road/Haslemere Avenue, Gallants Farm Road/Derwent Avenue junction, Gallants Farm Road/Alverstone Avenue junction, Gallants Farm Road/Burlington Avenue junction, Gallants Farm Road/Rushdene Avenue junction and Gallants Farm Road/Albemarle junction).

The planimetric information is shared below for reference and easy understanding of the measures proposed; the drawing is colour coded and makes reference to the following important info: Cyan - extend of the proposed 20 mph speed limit, Blue - existing 20 mph speed limit area implemented on Chruch Hill Road recently, Magenta - existing 30 mph roads within the immediate context.

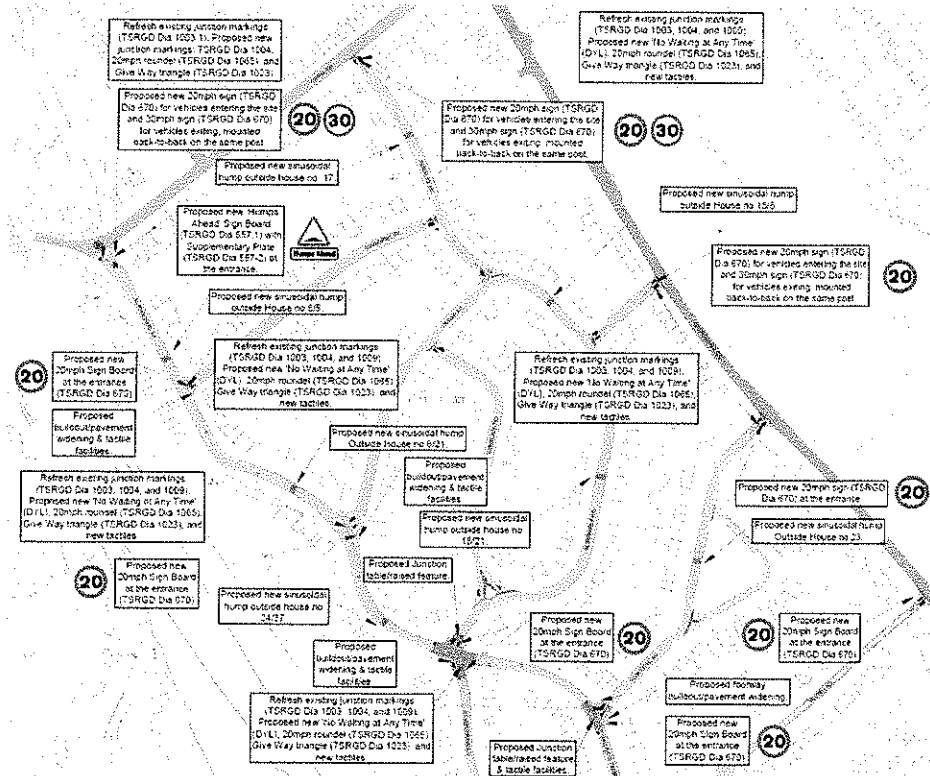


Figure 5 - RSE039 proposal (section 1)

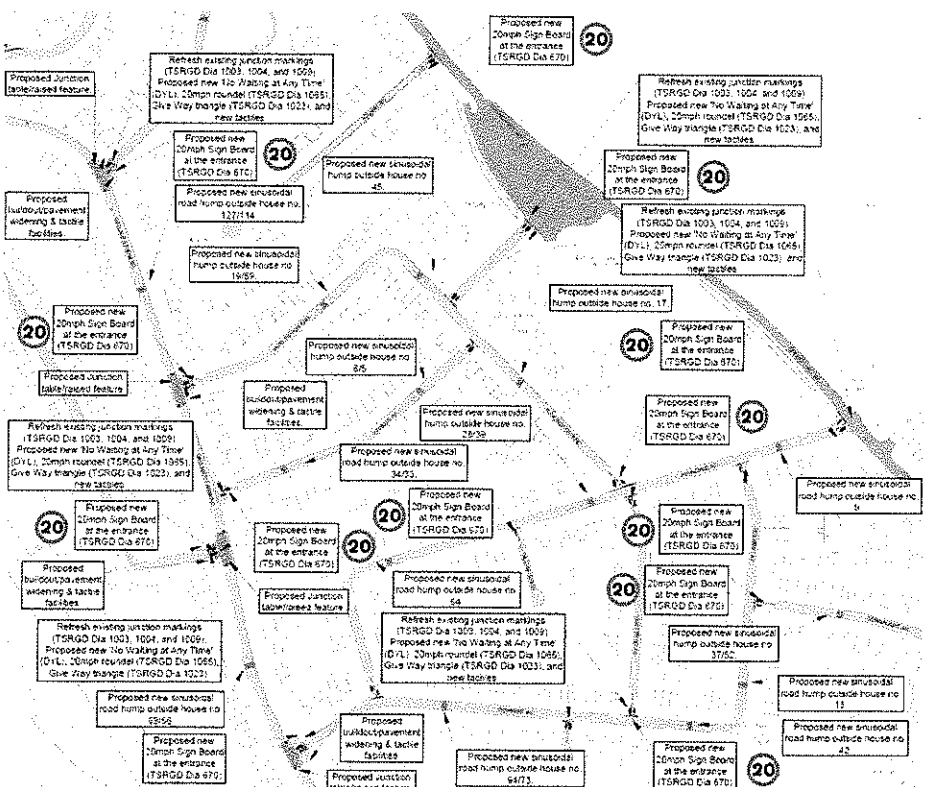


Figure 6 - RSE039 proposal (section 2)

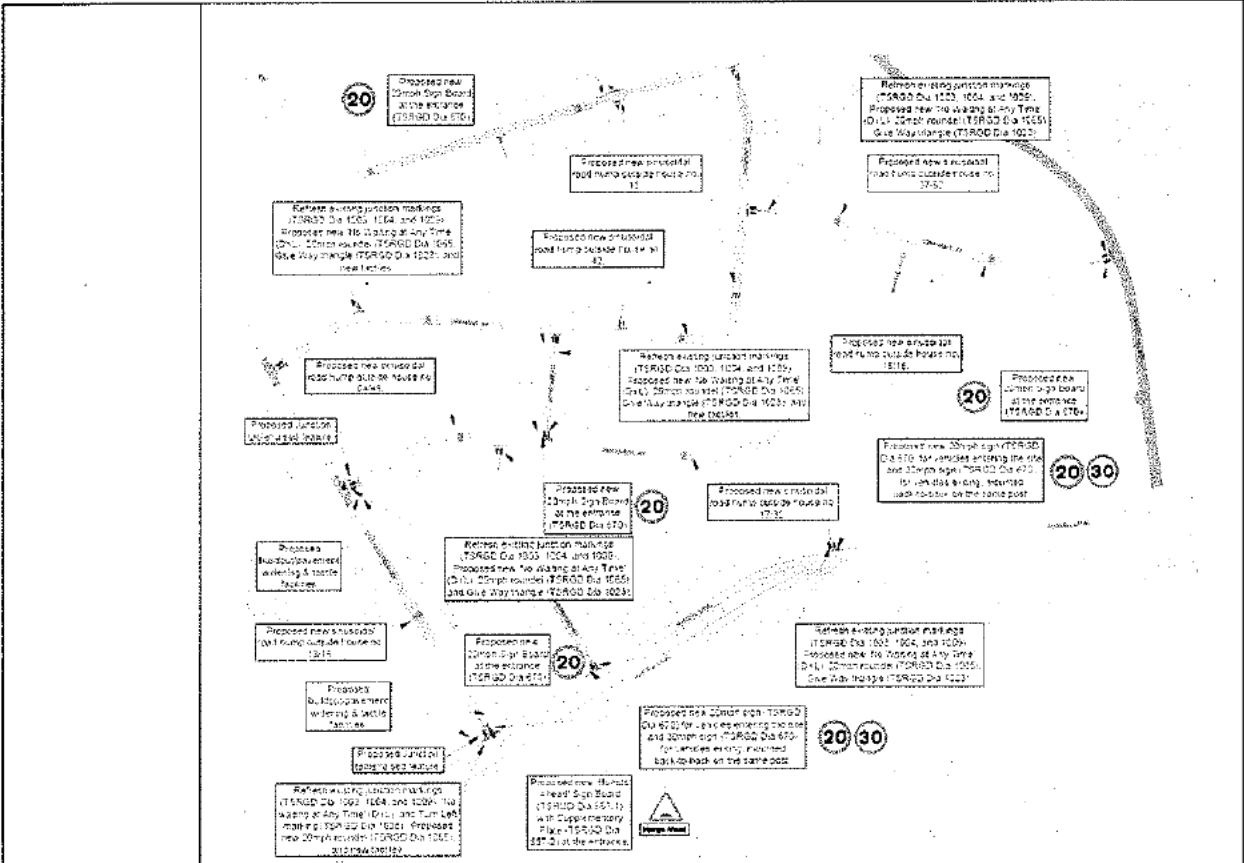


Figure 7 – RSE039 proposal (section 3)

The proposals were consequently presented to ward members in September 2025; the members fully supported the measures proposed, and requested for the proposal to be progressed to engagement within the following consultation batch in November 2025.

It is forecasted that [REDACTED] should suffice to progress the scheme through the engagement stage; the fund will cover staff hours, printing, posting, admin, drafting of orders, etc; in light of the responses we will receive, the proposal will be progressed to implementation with or without modifications pending on the outcome of the engagement process.


<p><b>Audit trail of decision</b></p>	<p>[REDACTED]</p>
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*Decision taker's statement*

*I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision-making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

**I authorise the above decision:**

**Signed**

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**Designation**

**Director of Highways and Transportation**

**Date**

25 November 2025 | 14:58 GMT

