



Hendon Area Committee

17 March 2020

Title	Hillside Gardens Speed Survey
Report of	Executive Director - Environment
Wards	Edgware
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001751-02-3300-01 Speed Survey Location Plan
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Summary

This report details the results of speed surveys carried out in Hillside Gardens, HA8.

Officers Recommendations

1. That the Hendon Area Committee notes the results of the speed surveys that were undertaken in Hillside Gardens, HA8.
2. That the Hendon Area Committee notes the recommendation that, based on the results of the aforementioned surveys, no further action is taken at this time in Hillside Gardens, HA8.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor Sarah Wardle at the Hendon Area Committee ("Committee") in September 2019 requesting the installation of vehicle activated signs ("VAS") in Hillside Gardens HA8, in response to concerns raised about speeding.
- 1.2 The Committee agreed to allocate funding to carry out a speed survey in Hillside Gardens, HA8 to establish the need for VAS or any other measures, with the results to be reported back to the Area Committee.
- 1.3 This report summaries the outcome of the speed surveys undertaken.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Hillside Gardens is situated in Edgware Ward between Green Lane to the north and Purcells Avenue to the south. The road currently has a 30mph speed limit.
- 2.2 Speed surveys were initially conducted at two sites in Hillside Gardens from 17 December 2019 for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. Unfortunately, the data collected for Site 1 was incomplete as the survey equipment was damaged during the survey period. The survey for this site was therefore repeated during the week commencing 7 January 2020 in order to obtain a full week's data. A plan showing the speed 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 during the 7-day survey in each direction are summarised as follows:

2.6

Location	Survey Date	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Hillside Gardens Site 1	07/01/20 – 13/01/20 inclusive	Northbound	25.0	30.7
		Southbound	22.4	27.1
Hillside Gardens Site 2	17/12/19 – 23/12/19 inclusive	Northbound	20.8	26.2
		Southbound	21.8	27.4

- 2.7 The numbers of motorists exceeding 35mph (the usual enforceable threshold) were relatively low. At site 1, 4.9% of all vehicles were recorded as exceeding this speed in the northbound direction and less than 1% in the southbound direction. At site 2, approximately 1.2% of vehicles in both directions were recorded at speeds of over 35mph.
- 2.8 The Personal Injury Accident Data⁹ held by Transport for London, has been analysed and there have been no recorded personal injury accidents in Hillside Gardens in the last five years. The most recent accident recorded in the road occurred in January 2001.
- 2.9 After consideration of both the speed survey results and the accident records for Hillside Gardens it is not proposed to progress the investigation of any traffic management measures at this time.
- 2.10 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, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help 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 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 Councils 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 September 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 Proposal is 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 Hendon Area Committee meeting September 2019.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9935&Ver=4>