



Hendon Area Committee

19 March 2019

Title	West Hendon Speed Surveys
Report of	Strategic Director for Environment
Wards	West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001494-02-01 Speed Survey Location Plan
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Summary

This report details the results of speed surveys carried out in Allington Road, Audley Road, Crespigny Road, Foscote Road and Sevington Road NW4.

Officers Recommendations

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

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor Alex Prager on behalf of residents concerned about speeding and rat running in Allington Road, Audley Road, Crespigny Road, Foscoote Road and Sevington Road NW4.
- 1.2 The Strategic Director for Environment agreed to conduct speed surveys in the aforementioned roads and to report the results back to the Area Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Allington Road, Audley Road, Crespigny Road, Foscoote Road and Sevington Roads are in West Hendon situated between Vivian Avenue to the north and Elliot Road to the south. The speed limit in these roads is 30mph.
- 2.2 Speed surveys were conducted at two sites in each of the 5 roads (between Vivian Avenue and Graham Road and between Graham Road and Elliot Road) from 21 September 2018 for one week with speeds recorded in fifteen minute intervals for 24 hours a day in the 7 day period. 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 in the five roads during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Allington Road (site 1)	Northbound	21.4	27.2
	Southbound	20.7	26.3
Allington Road (site 2)	Northbound	23.3	28.6
	Southbound	24.4	29.6

Audley Road (site 1)	Northbound	21.7	27.6
	Southbound	21.0	26.2
Audley Road (site 2)	Northbound	19.8	25.6
	Southbound	20.5	26.6
Crespigny Road (site 1)	Northbound	20.5	26.1
	Southbound	20.7	26.7
Crespigny Road (site 2)	Northbound	20.6	27.2
	Southbound	23.0	29.6
Foscote Road (site 1)	Northbound	21.8	28.0
	Southbound	21.1	26.7
Foscote Road (site 2)	Northbound	20.4	26.1
	Southbound	21.7	28.4
Sevington Road (site 1)	Northbound	23.2	28.8
	Southbound	22.1	28.0
Sevington Road (site 2)	Northbound	21.1	26.5
	Southbound	22.6	28.5

- 2.6 The survey data does not indicate a significant variation in the mean and 85th percentile speeds throughout the data period. At the two locations with the highest recorded speeds, Allington Road and Crespigny Road (Site 2, southbound), the percentages of all vehicles recorded as exceeding 35mph (the usual enforceable threshold) was 3.9% and 0.9% respectively.
- 2.7 According to our collision records there have been two personal injury accidents in Sevington Road and one personal injury accident in Audley Road in the three year period from 01.07.15 to 30.06.18 (the most recent data currently available). Speeding has not been cited as a major contributory factor in these incidents. No personal injury accidents were recorded in Allington Road, Crespigny Road and Foscote Road during the same period.
- 2.8 After considering the speed survey information and the accidents records, it is not proposed to progress the investigation of any traffic management measures at this time.

- 2.9 Residents who have concerns about speeding may be interested in an initiative recently 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 collision 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 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 £2500 was agreed at the June Committee to carry out speed surveys and data analysis. As no further action is recommended at this time, 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 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.

5.5 Risk Management

5.5.1 None in relation to 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.

The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

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.

5.8 Insight

5.8.1 None in relation to this report.

6. BACKGROUND PAPERS

6.1 Hendon Area Committee meeting June 2018.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=717&MIId=9529&Ver=4>