



Hendon Area Committee

28 June 2021

Title	Heybourne Crescent, NW9 – Speed Survey Results between Lanacre Avenue and Great Field
Report of	Executive Director Environment
Wards	Colindale
Status	Public
Urgent	No
Key	No
Enclosures	Drawing no: BC001965-08_FS_1200-01 Speed Survey location (Sheet 1 and Sheet 2) BC001965-08_FS_100-01 Speed Survey location Pedestrian Safety Improvements (Sheet 1 and Sheet 2)
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Summary

This report details the results of a speed survey carried out in Heybourne Crescent, NW9.

Officers Recommendations

1. That the Hendon Area Committee notes the results of the speed survey that was undertaken on Heybourne Crescent, Edgware.
2. That the Hendon Area Committee proceed with the measures set out in paragraph 2.12 of this report to install signs and road markings on Heybourne Crescent at an approximate cost of £1,500 from Hendon Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Member's Item submitted to the Hendon Area Committee in September 2020 outlined concerns raised by residents relating to speeding on Heybourne Crescent, Lanacre Avenue and Great Field, NW9 and requested the introduction of a 20mph zone.
- 1.2 The item was presented to Hendon Area Committee at the 1st February 2021 meeting, where Committee unanimously agreed and resolved:

'to review safety and speeding on Heybourne Crescent, including the junction with Lanacre for £7,000'

Funding was split as follows:

£5,000 for a speed survey and feasibility study along the section between Great Field and Field Mead

£2,000 for investigation of "SLOW" markings and signs on the section between Lanacre Avenue and Great Field

- 1.3 This report summarises the outcome of the investigation carried out in the section between Lanacre Avenue and Great Field.
- 1.4 Due to COVID-19 restrictions an accurate site investigation and pedestrian survey is required to support a feasibility assessment, this was not possible to carry out during the lockdown period. Therefore, the speed survey and feasibility study on the section between Great Field and Field Mead will be presented at a future Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Heybourne Crescent is situated in Colindale and provides access to and from Lanacre Avenue for residents in the area. The speed limit is 30mph and traffic is primarily local.
- 2.2 A speed survey was conducted at four sites in Heybourne Crescent, as indicated by the attached drawing nos. BC001965-08_FS_1200-01, from 26 April 2021 for a 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, and confirmation was also obtained from them to proceed with the surveys during the current COVID-19 restrictions. A plan showing the 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 Heybourne Crescent during the 7-day survey in each direction are summarised in Table 1:

Table 1 – Speed Survey Results

Road	Direction	Average Speed (mph)	85th Percentile Speed (mph)
Heybourne Crescent (Site 1)	Eastbound	18.5	21.9
	Westbound	18.8	22.3
Heybourne Crescent (Site 2)	Eastbound	19.1	22.5
	Westbound	19.4	23.1
Heybourne Crescent (Site 3)	Northbound	18.2	21.9
	Southbound	19.1	23.0
Heybourne Crescent (Site 4)	Northbound	17.8	21.3
	Southbound	18.3	21.9

2.6 At Site 1 during the week surveyed 3.9% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 0.2% exceeded 35mph (the usual enforceable threshold). In the westbound direction 4.8% exceeded the speed limit and 0.2% exceeded 35mph.

2.7 At Site 2 during the week surveyed 4.4% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 0.2% exceeded 35mph (the usual enforceable threshold). In the westbound direction 6.6% exceeded the speed limit and 0.1% exceeded 35mph.

2.8 At Site 3 during the week surveyed 4.0% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.1% exceeded 35mph (the usual enforceable threshold). In the southbound direction 6.9% exceeded the speed limit and 0.1% exceeded 35mph.

2.9 At Site 4 during the week surveyed 2.6% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0% exceeded 35mph (the usual

enforceable threshold). In the southbound direction 3.8% exceeded the speed limit and 0.1% exceeded 35mph.

2.10 Personal Injury Collision Data from January 2018 to May 2020 (the most recent data currently available) were analysed in relation to this location. No accidents were recorded on Heybourne Crescent.

2.11 It is worth noting that this survey was carried out during the COVID-19 pandemic, with some restrictions to people movements in place but with schools fully operational and that traffic volumes were likely lower than usual. However, this would have a negligible effect on traffic speeds. If anything, speeds would be above average due to lessened congestion

2.12 Although results of the speed survey didn't show significant high speed, given the concerns of residents and that site investigation showed a number of pedestrians in the area, especially children, signage and road markings are recommended between Lanacre Avenue and Great Field, as shown on the drawing attached nos. BC001965-08_FS_100-01. The cost of these works will be approximately £1,500.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The only other option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised by the residents and councillor.

4. POST DECISION IMPLEMENTATION

4.1 Should the Committee agree with the recommendations in this report, the proposed measures would be implemented at agreed locations.

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 Additional funding estimated at £1,500 would be required should the recommended measures be agreed from the Hendon Area Committee CIL funding allocation.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 places an obligation 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 this duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce traffic signs and road markings in the interest of safety under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

5.4.3 The terms of reference for the Hendon Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, consider matters referred from Residents Forums and determine how they are to be taken forward in consultation with the relevant Area Committee Lead Officer and subject to any Community Infrastructure Levy (CIL) funding requirement being agreed by the Committee and determine the allocation of CIL funding within the constituency subject to sufficient of the budget allocated to the committee being unspent

5.5 **Risk Management**

5.5.1 Not applicable in the context of this report

5.6 **Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

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 If the scheme is not progressed no Consultation will be required.

5.9 **Insight**

5.9.1 Not applicable in the context of this report.

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee February 2021, please refer to item 10:
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MID=10249>
- 6.2 Hendon Area Committee September 2020, please refer to item 10
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=10248&Ver=4>