

	<p><b>Hendon Area Committee</b></p> <p><b>28 June 2021</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Montrose Avenue - Speed Surveys</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p>Executive Director for Environment</p>
<p style="text-align: center;"><b>Wards</b></p>	<p>Burnt Oak</p>
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: center;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: center;"><b>Key</b></p>	<p>No</p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Drawing no: BC001965_05_FS_100-01 Speed Survey location</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p>Geoff Mee – Executive Director - Environment  <a href="mailto:Geoff.Mee@barnet.gov.uk">Geoff.Mee@barnet.gov.uk</a></p>
<p><b>Summary</b></p>	
<p>This report details the results of a speed survey carried out in Montrose Avenue</p>	

<p><b>Recommendations</b></p>
<p><b>1. That the Hendon Area Committee notes the results of the speed survey that was undertaken on Montrose Avenue, HA8 Burnt Oak.</b></p>
<p><b>2. That the Hendon Area Committee notes that the Executive Director, Environment approves the recommendation that no further action is taken at this time in Montrose Avenue, Burnt Oak.</b></p>

**1. WHY THIS REPORT IS NEEDED**

- 1.1 A Members Item submitted to the Hendon Area Committee in September 2020 outlined concerns relating to speeding on Montrose Avenue HA8, between Burnt Oak Broadway-A5 and Watling Avenue.

- 1.2 Following discussion of the item, the Hendon Area Committee unanimously agreed funding of £2,000 to carry out a speed survey.
- 1.3 This report summarises the outcome of the speed survey undertaken.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Montrose Avenue is situated between A5-Burnt Oak Broadway and Watling Avenue in Burnt Oak, HA8. The speed limit on Montrose Avenue is 30mph and it is a very trafficked road by vehicles wishing to reach Mill Hill Broadway, Brent Cross Shopping Centre and Edgware Town Centre via the A5, and also by pedestrians wishing to visit the shops in the local High Street, Unitas Youth Zone and Burnt Oak Leisure Centre. There are two public parks along Montrose Avenue – Silkstream Park and Montrose Park.
- 2.2 A speed survey was conducted at three sites on Montrose Avenue from 15 March 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 to confirm they were happy to proceed with the surveys during the present COVID-19 restrictions. A plan showing the survey locations is enclosed.
- 2.3 The speed survey provides both the average speed and the 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85<sup>th</sup> percentile speeds that were recorded in Montrose Avenue during the 7-day survey in each direction are summarised in Table 1:

**Table 1 – Speed Survey Results**

<b>Road</b>	<b>Direction</b>	<b>Mean speed (mph)</b>	<b>85<sup>th</sup> Percentile Speed (mph)</b>
Montrose Avenue Site 1 (Closer to St-Alphage Walk)	Northbound	22.4	27.3
	Southbound	22.5	26.8
Montrose Avenue Site 2 (Closer to The Green Way)	Northbound	22.9	27.8
	Southbound	20.9	25.5
Montrose Avenue Site 3 (closer to Thirleby Road)	Northbound	22.2	25.9
	Southbound	21.6	26.2

- 2.6 At Site 1, during the 7-day survey 6.3% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 1.3% exceeded 35mph (the usual enforceable threshold). In the southbound direction 5.28% exceeded the speed limit 30mph and 1.05% exceeded 35mph.
- 2.7 At Site 2, during the 7-day survey 8.2% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.29% exceeded 35mph (the usual enforceable threshold). In the southbound direction 4.0% exceeded the speed limit 30mph and 1.41% exceeded 35mph.
- 2.8 At Site 3, during the 7-day survey 3.2% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.49% exceeded 35mph (the usual enforceable threshold). In the southbound direction 4.0% exceeded the 30mph speed limit and 0.74% exceeded 35mph.
- 2.9 It is worth noting that this survey was carried out during the national COVID lockdown 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.
- 2.10 The Personal Injury Accident Data between September 2018 and November 2020 have been analysed, these are the most recent data currently available and they show six recorded personal injury accidents in Montrose Avenue. All six accidents are classified as 'slight' and are recorded as occurring between A5 Burnt Oak Broadway and Watling Avenue. Unfortunately, we only have limited information about these incidents, however two of them appear to have involve Pedal cycles closer to The Greenway junction with Montrose Avenue

and it is not clear whether speeding was a contributory factor in this incident. There was one fatal accident happened in April 2017 on Montrose Avenue near its junction with A5 involving a pedestrian, however there is no further information regarding this incident..

- 2.11 In view of the results of the speed survey, it is recommended not to propose further investigation of any additional speed reduction measures at this current time.

### **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 agree with the recommendations in this report, no further action will be taken.

### **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 As the recommendation is not to proceed with any improvements at this location, no additional funding is required from The Hendon Area Committee CIL funding.

#### **5.3 Social Value**

- 5.3.1 None in the context of this report.

#### **5.4 Legal and Constitutional References**

- 5.4.1 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 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 15 September 2020, please refer to item 11:  
<https://barnetintranet.moderngov.co.uk/documents/g10248/Printed%20minutes%2015th-Sep-2020%2018.00%20Hendon%20Area%20Committee.pdf?T=1>