



## Hendon Area Committee

28 June 2021

**Title**

**Shirehall Lane, NW4 – Speed Survey Results**

**Report of**

Executive Director Environment

**Wards**

West Hendon

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

Drawing no: BC001965-01\_FS\_100

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### Summary

This report details the results of a speed survey carried out in Shirehall Lane, West Hendon NW4

### Officers Recommendations

1. That the Hendon Area Committee notes the results of the speed survey that was undertaken on Shirehall Lane, West Hendon, NW4.
2. That the Hendon Area Committee notes the Executive Director's decision that no further action is taken at this time in Shirehall Lane, West Hendon.

#### 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 Shirehall lane, near Hasmane Primary School.

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

**2. REASONS FOR RECOMMENDATIONS**

- 2.1 Shirehall Lane is situated in West Hendon and joins Brent Street to the A41-Hendon Way and the A406 - North Circular. It is also a major link to reach Brent Cross Shopping Centre and its amenities.
- 2.2 Hasmonian Nursery and Primary schools and Hendon Park are located on Shirehall Lane and the speed limit along the road is 30mph.
- 2.3 A speed survey was conducted on Shirehall Lane at 1 site identified on the Drawing from 23 April 2021 for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The proposed location was confirmed with Ward Councillors prior to installation, and also confirmation was obtained from them that they were happy to proceed with the survey during the present COVID-19 restrictions: schools fully operational but shops closed. Traffic volumes were accordingly likely to be lower than normal. This, however, would have a negligible effect on traffic speeds with in fact speeds being above average due to lessened congestion.
- 2.4 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).
- 2.5 The 85<sup>th</sup> percentile speed could be characterised as the speed that most 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.
- 2.6 The average speeds and 85<sup>th</sup> percentile speeds that were recorded in Shirehall Lane during the 7-day survey in each direction are summarised as follows:

**Table 1 – Speed Survey Results**

Road	Direction	Average Speed (mph)	85th Percentile Speed (mph)
Shirehall Lane	Northbound	23	29
	Southbound	23	29

- 2.7 During the week surveyed 11.6% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.9% exceeded 35mph (the usual enforceable threshold). In the southbound direction 12.3% exceeded the speed limit and 3.2% exceeded 35mph.
- 2.8 Personal Injury Collision Data from January 2018 to May 2020 was analysed in relation to this location (the most recent data currently available). No incidents were recorded on Shirehall Lane.
- 2.9 In view of the results of the speed survey, it is not proposed to progress the investigation of any additional speed reduction measures at this current time.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The traffic survey did not reveal a significant prevalence of speeding near Hasmorean Primary School. No further action is recommended.

### **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 Barnet 2024 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 Legal and Constitutional References**

- 5.3.1 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.

## 5.4 **Insight**

5.4.1 Not applicable in the context of this report.

## 5.5 **Social Value**

5.5.1 None in the context of this report.

## 5.6 **Risk Management**

5.6.1 Not applicable in the context of this report

## 5.7 **Equalities and Diversity**

5.7.1 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

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

5.7.3 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.

## 5.8 **Corporate Parenting**

5.8.1 Not applicable in the context of this report.

## 5.9 **Consultation and Engagement**

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

## 6. **BACKGROUND PAPERS**

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