

	<h2>Chipping Barnet Area Committee</h2> <h3>18 October 2021</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Longmore Avenue, EN4 - Speed survey, traffic calming and feasibility study</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Executive Director Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>East Barnet</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Drawing no: BC002031-07_FS_3300-01                  BC002031-07_FS_3300-02                  BC002031-07_FS_100-01</p>
<p style="text-align: right;"><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>
<h2>Summary</h2>	
<p>This report details the feasibility study undertaken to address the traffic and safety concerns in Longmore Avenue, EN4.</p>	

<h2>Recommendations</h2>
<p>1. That the Chipping Barnet Area Committee notes the detail of the feasibility study as outlined in this report.</p>
<p>2. That the Chipping Barnet Area Committee notes that funding of £33,110 is required to consult, design and introduce the approved proposals.</p>
<p>3. That the Chipping Barnet Area Committee having considered the feasibility study authorises the Executive Director, Environment to install the proposed Option 1 as indicated in Drawing No. BC002031-07_FS_100-01 subject to sufficient Road Safety and Parking budget being available in the 2021/22 financial year or prioritised for implementation in the 2022/23 financial year should this not be the case.</p>

**4. That the Chipping Barnet Area Committee authorises the Executive Director, Environment to carry out a statutory consultation (subject to financing) on the proposed scheme indicated on Drawing No. BC002031-07\_FS\_100. If any objections are received as a result of the statutory consultation, the Executive Director Environment will consider the objections and determine whether or not the scheme should be implemented and, if so, with or without modification, subject to funding being made available.**

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 Following a fatal accident on Longmore Avenue, in June 2020, Councillor Byers submitted a Members Item to the Chipping Barnet Area Committee in April 2021 outlining concerns relating to speeding and visibility issues on Longmore Avenue.
- 1.2 Requests were for:
- Funding for a feasibility study to improve road safety, including visibility for merging traffic, at the junction on Longmore Avenue and Cranbrook Road without reducing on-street parking capacity.
  - Funding for two speed surveys to establish the extent of any speeding problems on Longmore Avenue between Cranbrook Road and Lancaster Road and between Cranbrook Road and East Barnet Road.
  - If a problem with speeding is established, funding for new traffic calming measures on Longmore Avenue.
- 1.3 Following discussion of the item, the Chipping Barnet Area Committee agreed £5,000 funding to carry out a speed survey on Longmore Avenue.
- 1.4 This report therefore details the results of the speed survey and of the investigation carried out on Longmore Avenue.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Our feasibility study focuses measures to reduce the speed on Longmore Avenue and to improve the visibility at the junction of Longmore Avenue and Cranbrook Road. It is informed by:
- i) Site observations
  - ii) Traffic investigations
  - iii) Analysis of collision data
  - iv) Visibility Assessment at the junction
- 2.2 **Site Observations:**
- 2.2.1 Longmore Avenue is a residential street that connects East Barnet Road with Lyonsdown Road/High Road. It is situated in East Barnet Ward, it has a 30mph speed limit and 3 uncontrolled crossing points (refuge islands) are already installed along this road.

- 2.2.2 Longmore Avenue is not included in a Controlled Parking Zone (CPZ) but a number of disabled parking bays are present on Longmore Avenue between the roundabout and Cranbrook Road. Double yellow lines are also in place at the junctions of Longmore Avenue with every minor road.
- 2.2.3 Longmore Avenue is a bus route, and a few schools and amenities are located in the vicinity, such as Brookhill Nursery School, Perform Barnet, St Mary's C of E Primary School and Lyonsdown School, the Royal Mail Sorting Office and East Barnet Village with its amenities.

### **2.3 Traffic Surveys:**

- 2.3.1 A speed survey was conducted from 21st July 2021 for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The survey was carried out in two different locations, as shown on drawing no. BC002031-07\_FS\_3300-01. The proposed locations were confirmed with Ward Councillors prior to installation.
- 2.3.2 After studying the results of the survey, a discrepancy was noted on the speeding data; in particular very high values of the 85th percentile speed were detected from 5.15pm on the 22nd July 2021 to the 4.30pm on the 23rd July 2021 and they do not seem compatible with the values recorded throughout the rest of the week. It was therefore decided to extend the survey of the traffic data by a week from the 14th of August 2021 to the 20th of August 2021.
- 2.3.3 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).
- 2.3.4 The 85th 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 85th percentile speed is not in excess of the signed speed limit by 5mph or more. Therefore, for a 30mph road the 85th percentile speed would ideally be less than 35mph.
- 2.3.5 The average speeds and 85th percentile speeds that were recorded on Longmore Avenue during the 2 weeks survey in each direction are summarised as follows:

**Table 1 – Speed Survey Results**

Road	Direction	<u>Results week 21-27 July 2021</u>		<u>Results week 14-20 August 2021</u>		<u>Average Results</u>	
		Average Speed (mph)	85th Percentile Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)	Average Speed (mph)	85th Percentile Speed (mph)
Site 1 Longmore Avenue  (between Lancaster Road and Sycamore Cl)	Eastbound	30.0	36.5	26.4	30.8	28.2	33.7
	Westbound	25.9	31.1	24.8	29.5	25.4	30.3
Site 2 Longmore Avenue  (between Trevor Cl and East Barnet Road)	Eastbound	25.2	29.5	25.3	29.6	25.3	29.6
	Westbound	25.2	29.6	25.0	29.7	25.1	29.7

2.3.6 Refer to drawing no. *BC002031-07\_FS\_3300-01* for a full summary of the results.

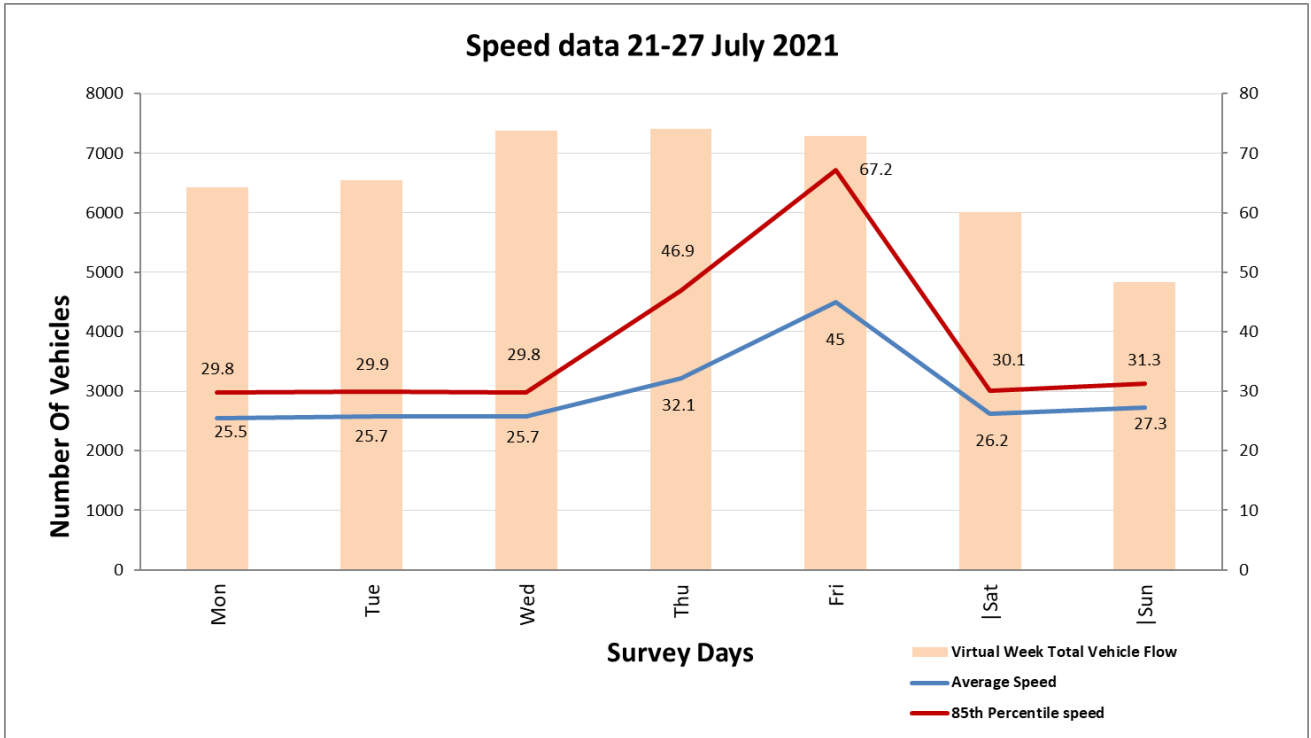
2.3.7 At Site 1, during the 2-week survey 23.4% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 9.9% exceeded 35mph (the usual enforceable threshold). In the westbound direction 16.6% exceeded the speed limit 30mph and 3.7% exceeded 35mph.

2.3.8 At Site 2, during the 2-week survey 13.0% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 2.2% exceeded 35mph (the usual enforceable threshold). In the westbound direction 13.3% exceeded the speed limit 30mph and 2.5% exceeded 35mph.

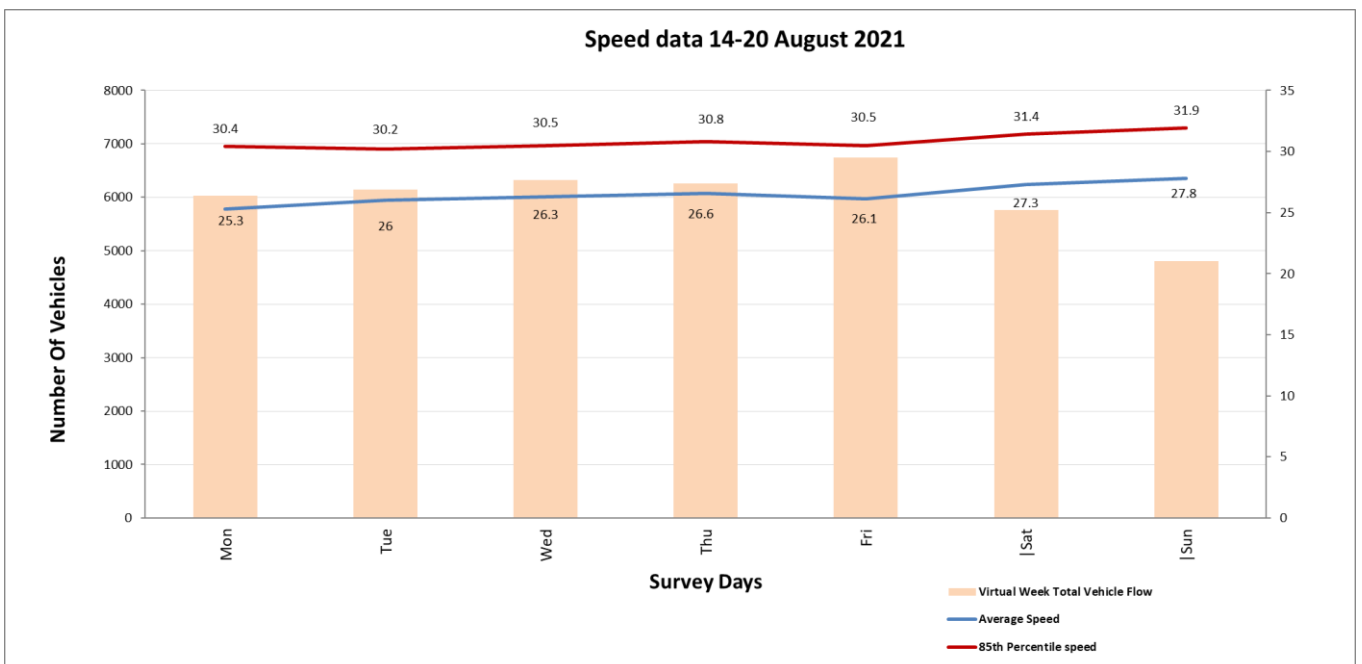
2.3.9 It has been noted that the value of the 85<sup>th</sup> percentile speed at Site 1 in Eastbound direction as result of the 2-week survey, might have been slightly altered and affected by the result of the data collected during the first week survey as explain in paragraph 2.3.2. In particular, very high values of the 85<sup>th</sup> percentile speed were observed between Thursday and Friday as reported in

Table 2. No such high values were observed in the second week (see Table 3). Therefore, this value could be not representative of the actual situation.

**Table 2 – Speed data 21-27 July 2021**



**Table 3 – Speed data 14-20 August 2021**



## 2.4 Collisions Data:

- 2.4.1 Personal Injury Collision Data from July 2016 to July 2021 were analysed on Longmore Avenue between Lancaster Road and East Barnet Road. These were the latest data available from *TfL Collision Statistics system (COLLSTATS)*.
- 2.4.2 6 accidents were recorded (see table 2):
- a serious accident at junctions with Lancaster Road, probably due to the high speed.
  - a slight accident at junction with Beeston Road.
  - 4 accidents (2 slight, 1 serious, 1 fatal) at junction with Cranbrook Road.
- 2.4.3 The fatal accident at junction with Cranbrook Road was caused by a vehicle travelling eastbound on Longmore Avenue and veering onto the wrong side of the carriageway and mounting the pavement, injuring a fifteen-year-old young person and killing a thirteen-year-old young person.
- 2.4.4 Refer to drawing no. *BC002031-07\_FS\_3300-02* for a full summary of the results.

## 2.5 Visibility Assessment at the junction of Cranbrook Road and Longmore Avenue:

- 2.5.1 A study of the visibility splay at the junction between Cranbrook Road and Longmore Avenue was carried out according to Traffic Sign Manual and Manual for Street 1.
- 2.5.2 The result of this study showed that the visibility for vehicles exiting Cranbrook Road is limited on the left-hand side by the presence of a mature tree and stationary vehicles on Longmore Avenue and it is also limited by stationary vehicles on Longmore Avenue on the right-hand side.

## 2.6 Proposals:

- 2.6.1 After reviewing the speed survey, accident data and visibility splays and in order to address the concerns raised by residents, two options were considered as below as shown in drawing no. *BC002031-07\_FS\_100-01*:
- **OPTION 1: “SLOW” road markings, Vehicle Activated Signs (VAS), double yellow lines and removal of a mature tree**
  - **OPTION 2: “SLOW” road markings, Vehicle Activated Signs (VAS), double yellow lines and footway build-out**

- 2.6.2 Having consulted with Barnet Tree Officers, the removal of the mature tree was considered feasible to improve safety at the junction, subject to residents' comments during consultation.
- 2.6.3 The installation of a vehicle activated signs (VAS) where the highest speed was recorded by the junction with Lancaster Road is recommended as this would be beneficial to remind motorists of the speed limit and encourage to slow down. The VAS will display '30 SLOW DOWN'.
- 2.6.4 Both options will involve the removal of some parking spaces: Option 1 results in the loss of approximately 3 parking spaces due to the further extension of the existing double yellow lines either sides of the junction with Cranbrook Road; Option 2 results in the loss of approximately 15 parking spaces due to the construction of the build-out which would reduce the carriageway width, hence the need of double yellow lines opposite Cranbrook Road (between no.6 and no. 16 Longmore Avenue).
- 2.6.5 Both options would address the safety concerns raised by residents and will improve safety in the area. The indicative cost for the two options is detailed in paragraph 5.2.2. A more robust estimate will be carried out during the detailed design stage.
- 2.6.6 Having considered the estimated implementation cost and the impact of the scheme, in particular the loss of parking spaces, officers recommend **Option 1** to be progressed to consultation and implementation, subject to availability of Road Safety and Parking Budget.

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

- 3.1 The installation of a set of traffic islands outside no. 25 Longmore Avenue and no. 35 Longmore Avenue was considered. However, this would not address the visibility issue at the junction with Cranbrook Road and would involve the loss of substantial parking spaces.
- 3.2 An alternative option would be to not install any measures however this would not address the speeding and safety issues.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Should the Committee agree with the recommendations, a statutory consultation on the proposed measures would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during this financial year subject to the results of the consultation.

### **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 “London Highway Maintenance and Projects Framework North Area” schedule of rates has been used to carry out a preliminary high-level cost estimate for installing the proposed works as shown below:

Activity	Option 1	Option 2
Detailed Design (Includes statutory processes, topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£3,000	£7,000
Build Cost	£1,500	£16,500
VAS on new post	£8,000	£8,000
Remove mature tree	£17,600	N/A
Sub-TOTAL	£30,100	£31,500
Implementation and post implementation Fees @ 10%	£3,010	£3,150
<b>GRAND TOTAL</b>	<b>£33,110</b>	<b>£34,650</b>

The estimated cost of installing the recommended proposals is **£33,110** and is requested from the Road Safety & Parking Budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

## 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.



- 5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.3 The Traffic Management Act 2004 places obligations 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 the duty.
- 5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.5 Statutory consultation subject to funding will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **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 Chipping Barnet Area Committee meeting, April 2021:

[https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10126  
&Ver=4](https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10126&Ver=4)