



# Finchley & Golders Green Area Committee

8 November 2021

<b>Title</b>	<b>Woodgrange Avenue - Feasibility Study</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	East Finchley Ward
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing no: Appendix A: BC001967_01_FS_100-01 Speed Survey locations
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## Summary

This report details the results of a feasibility study carried out in Woodgrange Avenue N12.

## Officers Recommendations

1. That the Finchley & Golders Green Area Committee notes the results of the feasibility study that was undertaken on Woodgrange Avenue N12.
2. That the Finchley & Golders Green Area Committee notes the Executive Directors decision to proceed with the recommendation to install 'Watch your speed 30mph limit' signs on Woodgrange Avenue N12
3. Notes that the Executive Director, Environment has allocated funding of £1,375 to design and introduce the approved proposals from the Road Safety and Parking Budget.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item raised by Councillor Geoff Cooke at the Finchley & Golders Green Area Committee on 23<sup>rd</sup> February 2021 outlined the concerns raised by both Ward Members and residents relating to the footway and carriageway conditions and speeding on

Woodgrange Avenue. They would like to consider the extension of a 20mph speed limit on Woodgrange Avenue, between Summers Lane and Woodhouse Road.

- 1.2 Following discussion of the item, the Finchley & Golden Green Committee unanimously agreed to allocate £5,000 of CIL funding to carry out a feasibility study to include a speed survey.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 Woodgrange Avenue is situated in Woodhouse ward and runs North-South between Summers Lane and Woodhouse Road. The speed limit on Woodgrange Avenue is 30mph. It is a residential road with unrestricted parking on both side of the road and runs parallel to the A1000 High Road.
- 2.2 A speed survey was conducted at two sites on Woodgrange Avenue from 24 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 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 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 Woodgrange Avenue during the 7-day survey in each direction are summarised in Table 1:

**Table 1 – Speed Survey Results**

Road	Direction	Mean speed (mph)	85 <sup>th</sup> Percentile Speed (mph)
Site 1 (Near no. 36 Woodgrange Avenue)	Northbound	25.3	31.0
	Southbound	22.6	28.6
Site 2 (Near no. 102 Woodgrange Avenue)	Northbound	22.0	26.9
	Southbound	20.6	25.9

- 2.6 At Site 1, during the 7-day survey 4.93% of all vehicles travelling Northbound were recorded as exceeding the 30mph speed limit and 1.18% exceeded 35mph (the usual enforceable threshold). In the Southbound direction 2.37% exceeded the speed limit 30mph and 0.56% exceeded 35mph.
- 2.7 At Site 2, during the 7-day survey 1.47% of all vehicles travelling Northbound were recorded as exceeding the 30mph speed limit and 0.36% exceeded 35mph (the usual enforceable threshold). In the Southbound direction 0.76% exceeded the speed limit 30mph and 0.12% exceeded 35mph.
- 2.8 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.
- 2.9 The Personal Injury Accident Data between September 2017 and November 2020 have been analysed, these are the most recent data currently available, and they show one recorded personal injury accident in Woodgrange Avenue. The accident is classified as 'slight' and is recorded as occurring between Summers Lane and Woodhouse Road. Unfortunately, we only have limited information about this incident, however it appears to have involved two cars at the Woodhouse Road / Woodgrange Avenue junction and it is not clear whether speeding was a contributory factor.
- 2.10 After considering the speed survey results, in view of the results of the low number of vehicles exceeding the speed limit at both sites and of the accident analysis, it is recommended to install 'Watch your speed 30mph limit' signs on Woodgrange Avenue to remind drivers of the current 30mph speed limit.
- 2.11 The existing 20mph speed restriction in the vicinity of Woodgrange Avenue was intended to improve safety for parents and children gaining access to Summerside Primary, the Wren Academy and The Compton Schools, which Woodgrange Avenue is considered to be outside of the schools' parameter.
- 2.12 Current footway and Carriageway conditions

The overall aim of highways planned maintenance network recovery programme is to bring the network to a better standard within the confines of restricted budget, and utilising an asset management. The potential road and footway candidates for remedial works is informed by a number of factors, utilising results of independent technical surveys which score deterioration based on parameters set out in the United Kingdom Pavement Management System (UKPMS), coupled with network hierarchy score and other value management factors.

Highways planned works 2021/22 maintenance programme was approved at the Environment Committee on 18th January 2021. Unfortunately, following the agreed prioritisation process Woodgrange Avenue was only identified as a reserve scheme as part of 2021/22 highways planned maintenance programme.

We are in process of putting together a compilation of roads to be prioritised for different repair treatments to feature in next year's annual highway planned maintenance programme. Following the prioritisation process, roads and pavements with the highest ranked score in each ward across the borough, will be included in the work programme

and engagement with ward councillors will be completed before presentation to Environment Committee for approval in January 2022.

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

3.1 An alternative option would be to not install any measures however this would not address the concerns raised by residents.

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

4.1 Officers will undertake detailed design of the proposal.

### **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 in Table 2

**Table 2 – Cost Estimate**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£750
Civil works	£500
<b>Sub-TOTAL</b>	£1,250
Implementation and post implementation Fees @ 10%	£125
<b>GRAND TOTAL</b>	<b>£1,375</b>

#### **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.

5.3.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.3.3 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.

5.3.4 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.

5.3.5 Statutory consultation (if required) will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

#### 5.4 **Insight**

5.4.1 None 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 Not applicable in the context of this report.

## 6. **BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee 23<sup>rd</sup> February 2021, please refer to item 9: <https://barnet.moderngov.co.uk/documents/g10256/Public%20reports%20pack%2023rd-Feb-2021%2018.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=10>