journeys & places

Arnos Grove and Morton Way
&
Queen Elizabeth Drive, Wynchgate and Park View

Traffic Data review

January 2026

ENFIELD Council

Our journey so far

Enfield Council has carried out ongoing monitoring in the Fox Lane Area Quieter Neighbourhood (QN) and surrounding streets, both during the trial period and after the scheme was made permanent. The purpose of the post-implementation monitoring was to review traffic volumes in the wider area and understand how traffic patterns may have changed compared to the trial period.

In August 2023, the Fox Lane Area QN Traffic Monitoring Report was published (report can be found on the project webpage here). This analysis highlighted two areas where additional monitoring and potential mitigation may be needed:

- *Arnos Grove and Morton Way Area* – more information can be found here
- *Queen Elizabeth Drive, Wynchgate and Park View Area* – more information can be found here

In April 2025, the Council's Journeys and Places programme secured funding to carry out further investigation in these areas. Between 7 April and 27 April 2025, residents were invited to provide feedback on the proposed locations for traffic surveys. Taking this feedback into account, along with locations from previous survey sites, Automatic Traffic Count (ATC) surveys were carried out between 12 and 18 June 2025. The final survey locations are shown on the area maps in the following slides.

Assessment Criteria: Desirable Traffic Volumes

How We Check If Roads Are Safe and Quiet

We want Enfield's residential streets to be less busy with cars, because if fewer cars drive on these roads, it's easier and safer for people to walk or ride bikes, and we can improve air quality. To do this, we look at two main things:

- **How many cars drive on the road at the busiest time?**
  Our goal is less than 200 cars in one hour.
- **How many cars drive on the road in one day?**
  Our goal is less than 2,000 cars in one day.

If a road has more cars than these numbers, we will think about other ways to make it quieter and safer for walking and cycling.

For this project, therefore, it is important to monitor the Arnos Grove and Morton Way Areas & Queen Elizabeth Drive, Wynchgate and Park View Areas traffic volumes and assess them against the objectives above.

Some roads in the borough, while home to residents and businesses, also play a role in connecting different parts of Enfield. Because of this, we expect them to carry higher levels of traffic than streets which are residential only. We have refferred to these as Connector Roads.

When we look at traffic levels, we consider the purpose of the road – whether it mainly serves local homes, or whether it also plays a wider role in helping people and vehicles move around the borough.

Scope, Tools, and Techniques

The monitoring data collected in June 2025 has been assessed against desirable traffic volume levels for residential roads.

Motor traffic volumes are recorded using Automatic Traffic Counts (ATCs) which have been carried out by specialist data collection companies on behalf of the Council.

ATCs collect data on all traffic, including motor vehicles and cycles, recording details such as vehicle type, volume, and speed in both directions. Surveys typically run for one week, which provides a representative sample of weekday and weekend patterns.

ATCs detect vehicles as they pass over two pneumatic tubes laid across the road. By measuring the pressure on the tubes and the time interval between the front and rear axles, the system estimates both vehicle type and speed. At very low speeds, the extended time between axle contacts can reduce classification accuracy; therefore, vehicles recorded below 6.2 mph are excluded as best practice. ATCs are typically positioned away from junctions where traffic is more likely to flow freely.

Junction Turning Counts (JTCs), using cameras, were also collected. The analysis focuses on ATC data because it provides a clear picture of overall traffic patterns and volumes. The JTC data remains available for reference and transparency, but it has not been presented in detail.

Assessment Criteria: Collision Data & Speed

Collision Data

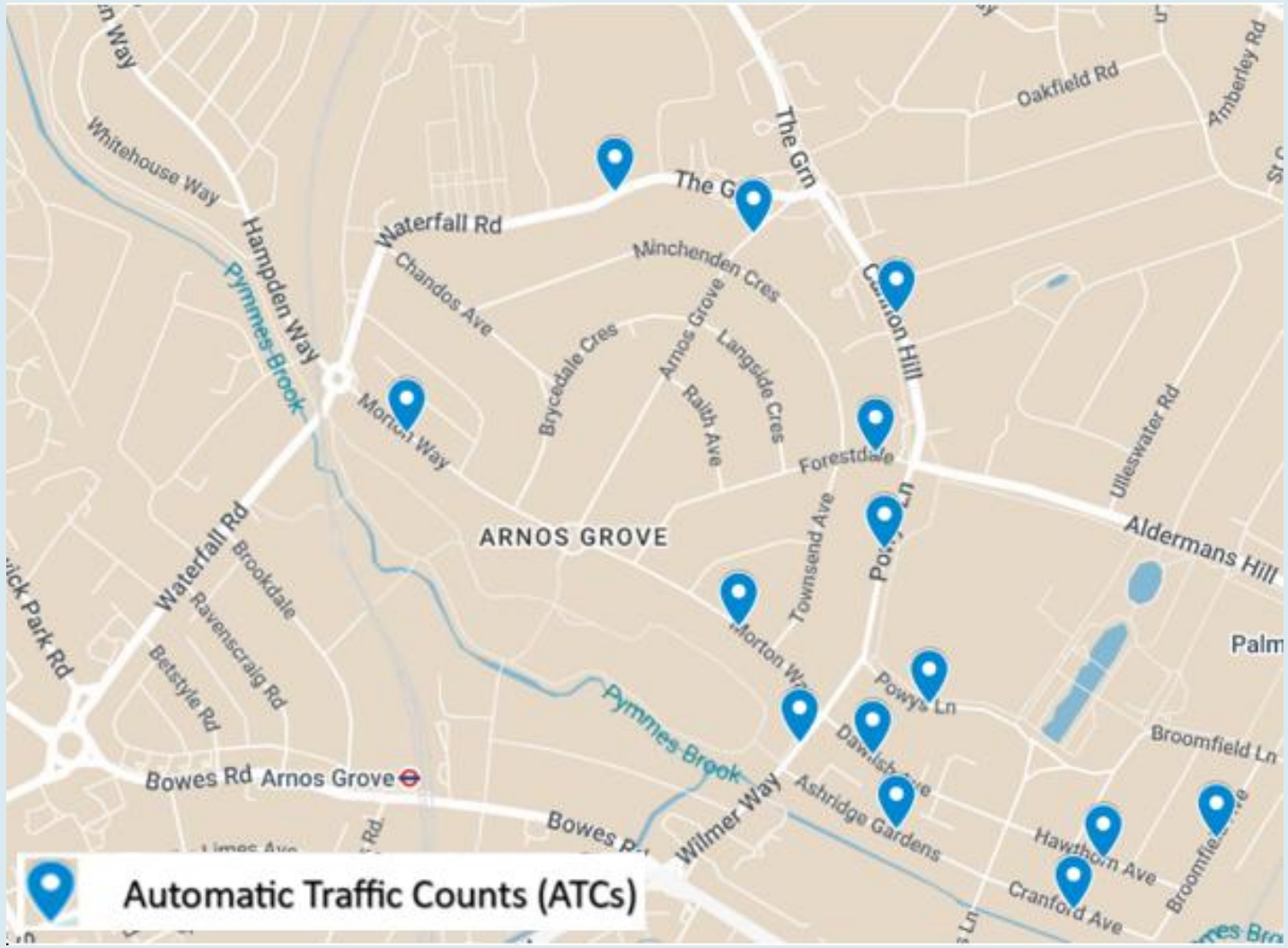
Collision data refers to the officially recorded road traffic collisions within the study area. This includes information on when and where incidents occurred, their severity, and who was involved. This data helps assess overall road safety and identify any emerging concerns following the scheme's implementation.

Transport for London provides collision data (link can be found here) from 2017 onwards. Since the Fox Lane Area QN was implemented in September 2020, the collision data used for this analysis will compare the three years before implementation with the three years after.

Speeds (85%)

The 85th percentile speed is commonly used as an indicator when evaluating traffic speeds. It represents the speed at or below which 85% of drivers travel under normal conditions. This measure helps identify typical driving behaviour. When the 85th percentile speed is close to the posted limit, it generally suggests that the limit is appropriate for that location.

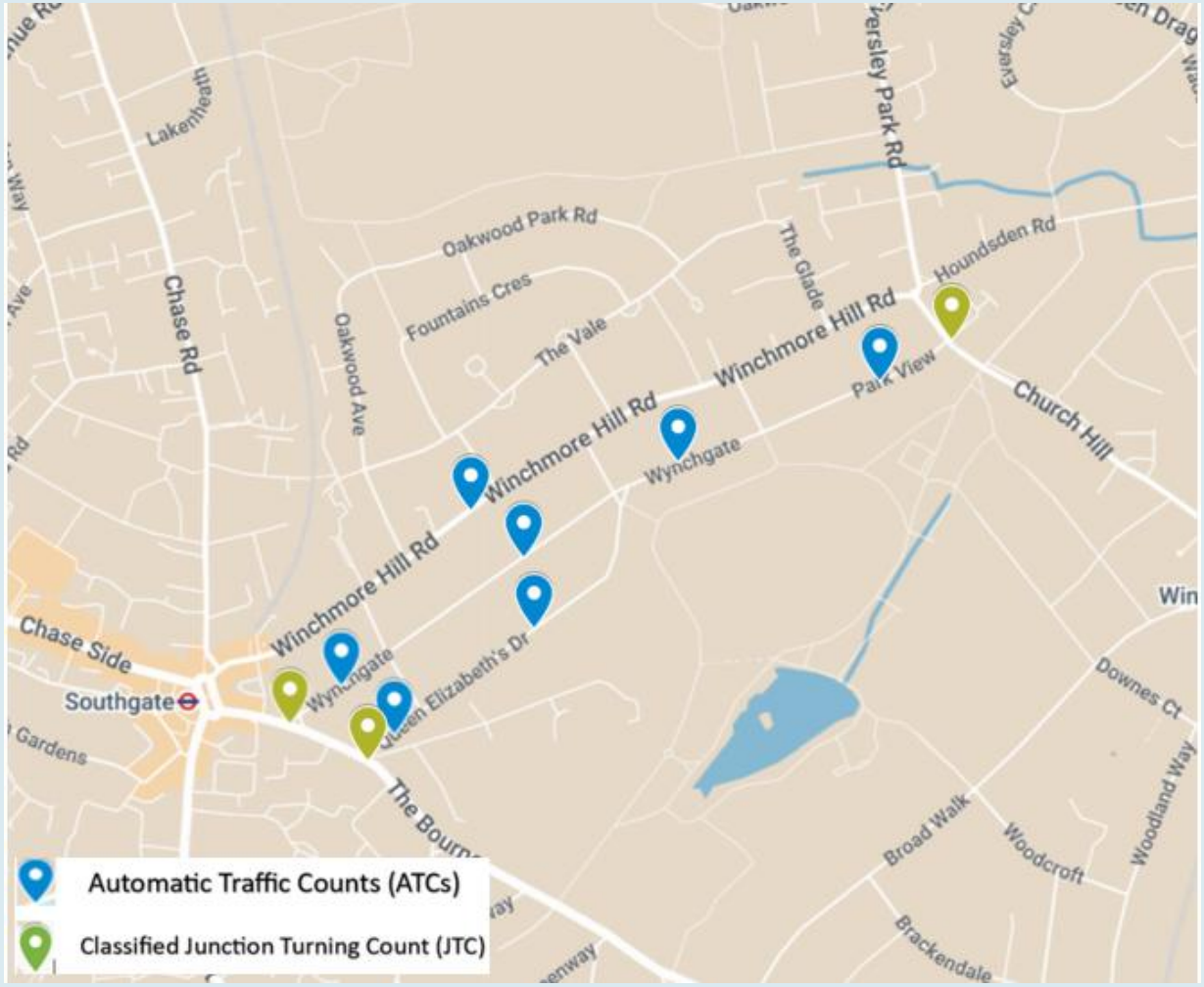
Plan of the Arnos Grove and Morton Way Area ATCs locations



Notes:

- *Traffic counts were undertaken 12th to 18th June 2025.*
- *Raw data can be found here.*

Plan of the Queen Elizabeth Drive, Wynchgate and Park View Area ATCs and JTCs locations



Notes:

- *Traffic counts were undertaken 12th to 18th June 2025.*
- *Raw data can be found here.*

Arnos Grove and Morton Way Area – ATC Data

Road Type: Residential Street

Road	AM Peak (7am - 10am), *Monday-Friday*	PM Peak (4pm - 7pm), *Monday-Friday*	24-hour daily average, Monday-Friday	Speed Limit	85th Percentile speeds			
	Average Weekday Peak Hr Volumes	Average Weekday Peak Hr Volumes	Average weekday daily total volumes		Northbound	Southbound	Eastbound	Westbound
Forestdale	250-300	250-300	3000-4000	30mph	N/A	N/A	26.5mph	26.6mph
Arnos Grove	<200	<200	<2000	30mph	27mph	27.1mph	N/A	N/A
Dawlish Avenue	<200	200-250	2000-3000	30mph	N/A	N/A	27.8mph	27.4mph
Ashridge Gardens	<200	<200	<2000	30mph	N/A	N/A	27.5mph	27.1mph
Cranford Avenue	<200	<200	<2000	30mph	N/A	N/A	30mph	29.8mph
Hawthorn Avenue	<200	<200	<2000	30mph	N/A	N/A	30.4mph	27.5mph
Broomfield Avenue	<200	<200	<2000	30mph	30.5mph	30.1mph	N/A	N/A

Note that the goal for residential roads is as follows :

- *Less than 200 vehicles per hour during the busiest peak period AND/OR*
- *Less than 2,000 vehicles per day*

Arnos Grove and Morton Way Area – ATC Data

Road Type: Connector Road

Road	AM Peak (7am - 10am), *Monday-Friday*	PM Peak (4pm - 7pm), *Monday-Friday*	24-hour daily average, Monday-Friday	Speed Limit	85th Percentile speeds			
	Average Weekday Peak Hr Volumes	Average Weekday Peak Hr Volumes	Average weekday daily total volumes		Northbound	Southbound	Eastbound	Westbound
Morton Way West	900-1000	900-1000	12,000-13,000	30mph	N/A	N/A	29.5mph	28mph
Morton Way East	600-700	700-800	9000-1000	30mph	N/A	N/A	27.70mph	28.90mph
Powys Lane North	700-800	700-800	12,000-13,000	30mph	28.2mph	29.8mph	N/A	N/A
Cannon Hill	800-900	800-900	14,000-15,000	30mph	26.6mph	27mph	N/A	N/A
Waterfall Rd	500-600	400-500	7000-8000	20mph	N/A	N/A	26.6mph	26mph
Powys Lane South	800-900	700-800	12,000-13,000	30mph	N/A	N/A	30.1mph	28.9mph
Wilmer Way	500-600	700-800	11,000-12,000	30mph	28.7mph	29mph	N/A	N/A

Queen Elizabeth Drive, Wynchgate and Park View Area– ATC Data

Road Type: Residential Street

Road	AM Peak (7am - 10am), *Monday-Friday*	PM Peak (4pm - 7pm), *Monday-Friday*	24-hour daily average, Monday-Friday	Speed Limit	85th Percentile speeds	
	Average Weekday Peak Hr Volumes	Average Weekday Peak Hr Volumes	Average weekday daily total volumes		Eastbound	Westbound
Queen Elizabeth's Drive West	<200	<200	<2000	30mph	24.4mph	25mph
Queen Elizabeth's Drive East	<200	<200	<2000	30mph	29mph	25.1mph
Wynchgate West	<200	<200	<2000	30mph	27.6mph	29.6mph
Wynchgate Mid	200-250	<200	<2000	30mph	31.8mph	32.1mph
Wynchgate East	200-250	<200	2000-3000	30mph	29.2mph	30.1mph
Park View	200-250	<200	2000-3000	30mph	30mph	29.1mph

Note that the goal for residential roads is as follows :

- Less than 200 vehicles per hour during the busiest peak period AND/OR
- Less than 2,000 vehicles per day

Queen Elizabeth Drive, Wynchgate and Park View Area– ATC Data

Road Type: Connector Road

Road	AM Peak (7am - 10am), *Monday-Friday*	PM Peak (4pm - 7pm), *Monday-Friday*	24-hour daily average, Monday-Friday	Speed Limit	85th Percentile speeds	
	Average Weekday Peak Hr Volumes	Average Weekday Peak Hr Volumes	Average weekday daily total volumes		Eastbound	Westbound
Winchmore Hill Road	600-700	700-800	11,000-12,000	30mph	30.3mph	27.9mph

Collision Data (per Transport for London)

Arnos Grove and Morton Way Area (including survey locations east of the Area, as indicated on Area plan)

Severity	Collisions (Aug 2017 - Aug 2020)	Collisions (Sept 2020 - Sept 2023)
Fatal	0	0
Serious	3	2
Slight	24	19

Queen Elizabeth Drive, Wynchgate and Park View Area

Severity	Collisions (Aug 2017 - Aug 2020)	Collisions (Sept 2020 - Sept 2023)
Fatal	0	0
Serious	2	0
Slight	8	11

Note: When analysing collision data, it is important to note that there are complexities in making direct comparisons. The COVID-19 pandemic significantly altered travel patterns, traffic volumes, and road user behaviour, which may have influenced collision trends during this period.

Conclusions

Residential Streets
Arnos Grove and Morton Way Area

Analysis of average weekday AM and PM peak traffic volumes, as well as daily totals, shows the residential roads remain broadly within desirable goals for traffic volumes on roads of that type — defined as fewer than 200 vehicles per hour during peak periods, or under 2,000 vehicles per day. There are some exceptions to this, which are discussed below.

Dawlish Avenue recorded traffic volumes above the Council's aims for traffic volume levels on residential roads in the PM peak (200-250 vehicles per hour) and daily average (2000-3000 vehicles per day). The Council is currently in the early stages of developing a proposed walking and cycling route which may include adjustments to Dawlish Avenue. The traffic volumes on Dawlish Avenue will be considered as part of that project. At this time, no decisions about proposed measures on the roads have been decided. Further communications about Dawlish Avenue will be made as part of the New Southgate Station to Palmers Green Station Walking and Cycling project.

Forestdale recorded traffic volumes above the Council's aims for traffic volume levels on residential roads during the AM peak (250-300 vehicles per hour), PM peak (250-300 vehicles per hour), and daily average (3000-4000 vehicles per day). Traffic volumes on this road are likely higher than surrounding roads due to its direct link between Aldermans Hill and Morton Way. Forestdale however is a residential (unclassified) road, and these volumes are higher than desired for a road of this type. Measures to reduce traffic volumes on Forestdale, would need to be considered alongside the traffic volumes of the surrounding residential roads. In considering the area as a whole and against the context of the borough, the Council does not currently have plans to progress traffic reduction measures in the area.

Conclusions

Residential Streets
Queen Elizabeth Drive, Wynchgate, and Park View Area

Wynchgate and Park View, which run parallel to Winchmore Hill Road, were surveyed at four locations. During the AM peak, traffic volumes typically exceeded the desired traffic volume of fewer than 200 vehicles per hour, recording between 200 and 250 vehicles per hour. The desired daily average of fewer than 2,000 vehicles per day was exceeded at two locations, with volumes ranging from 2,000 to 3,000 vehicles per day. Both surveyed locations on Queen Elizabeth's Drive, which runs parallel to Winchmore Hill Road and Wynchgate, recorded peak-hour volumes and daily averages within the desired traffic volume ranges.

Taken across the wider area, while some streets recorded volumes slightly above the preferred levels, the overall picture does not currently suggest a level of traffic that would warrant targeted intervention. Any future changes would need to consider the area holistically, and at this stage, measures to reduce traffic across the wider area are not considered proportionate.

Conclusions

Connector Roads
Connector roads are designed to carry higher traffic volumes and serve as key routes across the borough. The traffic levels observed on these roads reflect their intended function within the network. Based on the post-implementation assessment, no further mitigation measures are planned for these roads at this time.

Collision Data
A review of recorded road traffic collisions across both areas shows that numbers remain consistent between the review periods and does not indicate an increase in safety concern.

Speed
The recorded 85th percentile speeds on all roads are broadly in line with the posted speed limits, indicating that there is no widespread issue with excessive speeding. However, some locations are being considered for changes as part of the Council's wider Safer Streets for Enfield 20mph programme, which aims to introduce lower speed limits on selected roads across the borough in phases. More information about this initiative is available here.

Next Steps

The findings indicate that traffic volumes and speeds are broadly in line with what is typical for roads of their classification.
While traffic volumes at some locations were measured as being above the Council's goals for traffic volumes (as described earlier in this document), these are generally limited and would require wider neighbourhood interventions, which are not considered appropriate at this stage.

Alongside this, opportunities for improvements in these areas are being explored through proposed schemes included in the wider Journeys & Places programme. These include the phased introduction of 20mph limits through the Safer Streets for Enfield initiative (details available here) and the New Southgate Station to Palmers Green Station Walking and Cycling Route (details available here).

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