

Haringey Council

Written Statement/Record of a decision made by an officer under delegated authority

Decision Maker (Post Title)	Ann Cunningham – Head of Operations
Subject of the decision	The results of public consultation on the Rusper Road and Boundary Road Traffic Calming Improvement
Date of decision	13/03/2017
Decision	To implement the proposed measures
Reasons for the decision	The consultation results
Details of any alternative options considered and rejected by the officer when making the decision	Proceed with the overall scheme
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	N/A
<u>Conflicts of interest – Non executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	N/A
Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, that part)  These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information	Rusper Road and Boundary Road Traffic Calming Improvement
Reasons for exemption with reference to	

<p>categories of exemption specified overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	
<p>Signature of Decision Maker</p>	<p><i>Alumina</i></p>
<p>Does the decision need to be published</p> <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

### Exempt Information

Local Government Act 1972 Schedule 12A

#### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -
  - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an order or direction under any enactment.

7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:  
Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

#### Confidential Decisions

1. The decision contains information provided by a Government department on a non disclosure basis
2. There is a Court order against disclosure



Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Local Safety Scheme – Rusper Road and Boundary  
Road Traffic Calming Improvement

Report  
authorised by : Head of Operations:



Cabinet Lead Member for Environment :



Lead Officer: Allain Alexis, Alexandra House, 5<sup>th</sup> Floor, N22 7TR,  
[Allain.Alexis@haringey.gov.uk](mailto:Allain.Alexis@haringey.gov.uk), 020 8489 5327

Ward(s) affected: West Green

Report for Key/  
Non Key Decision: Non key decision

- 1.0 Describe the issue under consideration
  - 1.1 To report the results of the public consultation carried out from 7<sup>th</sup> February to the 27<sup>th</sup> February 2017, on proposed traffic calming improvements on Rusper Road and Boundary Road junction with Rusper Road.
  - 1.2 To request approval to proceed to implementation, having taken objections into consideration.
- 2.0 Recommendation
  - 2.1 In view of a majority support for these proposals, it is recommended that we proceed with the implementation of the scheme.
- 3.0 Reasons for decision
  - 3.1 The Council is required to formally consider the results of feedback to consultation undertaken on traffic schemes, in particular any objections to proposals prior to proceeding to implementation.
- 4.0 Alternative options considered
  - 4.1 None
- 5.0 Background Information
  - 5.1 Each year Haringey identifies areas which require attention under its local safety scheme (LSS) programme. These areas are identified through analysis of the accident statistics across the borough and a ranked list of areas produced with priority given to those areas most in need of measures to protect vulnerable road users such as cyclists and pedestrians; however the schemes are engineered for the benefit of all road users
  - 5.2 The most recent collision data at the junction of Rusper Road and Boundary Road has revealed that there have been 8 personal injury accidents (PIA) in the last three years. This is unusually high for this type of residential location. The junction is also in close proximity to Belmont Primary School and heavily used by parents and pupils of the school. Therefore a scheme proposal has been produced to help reduce the pia rate and improve road safety for all road users.
  - 5.3 The scheme proposal includes the following:

- Raised table entry treatments on both arms of Boundary Road junctions with Rusper Road. These features will improve the safety and accessibility of pedestrians as well as reduce the incidents of vehicles failing to give way at these junctions
- Speed humps to reduce the speed traffic on Rusper Road.

### 5.3 Statutory Consultation

5.3.1 Local Ward Councillors were informed of the proposals on the 25<sup>th</sup> January 2017. No objections were received from them.

5.3.2 Public consultation was conducted between 7<sup>th</sup> February and 27<sup>th</sup> February 2017. A copy of the consultation document is attached in Appendix A of this report.

5.3.3 If a decision is taken to proceed to implementation, Statutory Notification of the proposed speed humps and entry treatment tables will need to be undertaken in advance of implementation.

### 5.4 Responses to Consultation

5.4.1 In Appendix B you can find the full consultation report from which the Summary table below was extracted.

		Count	%
Support or object?	Support	31	79%
	Object	7	18%
	Other view	1	3%
	Total	39	100%

#### 5.4.2 Not Stated Resident - Object

*"The frequent accidents that have occurred between Boundary/Rusper and Sirdar/Rusper have not been down to cars speeding along Rusper road BUT by cars speeding from Boundary or Sirdar across Rusper road. While I welcome improving these junctions, introducing speed humps on Rusper Rd is unnecessary and if anywhere should be introduced on Boundary/Sirdar Roads. The school has expressed concerns on road safety, however as a resident of more than 25 years I have more concerns with how parents drive and park than speeding. On a daily basis cars mount the pavements/block*

*drives/ park on zigzag lines and nothing is done. Traffic wardens just walk past and ignore parents who have parked dangerously or on the zigzags even though this is an road traffic offence. Introducing speed humps will only add to the residents frustration at school times as parking will be harder. Also many boroughs are actually taking speed humps up (Barnet for example) as its been proved not to be beneficial to traffic calming or pollution With so many young children around this area it is also known that speed humps increase pollution. So on the points raised could you clarify for me 1) By Who and what concerns were raised by the school (FOI) 2)Is this notification trying to solve two issues - the frequent accidents on the junctions of Boundary/Sirdar/ Rusper rd and school safety on Rusper rd As the measures you proposed seem to suggest that. 3) And if so can you supply the evidence why you need to introduce speed humps on Rusper Road”*

Response: The scheme is proposed as there are 8 personal injury accidents (pia) on the junction of Boundary Road and Rusper Road and to help reduce the speed of Traffic on Rusper Road. For this project we analysed the accident data and the speed and volume of traffic. We will ensure that the Civil Enforcement Officer carry out enforcement of the waiting restrictions. The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions. Speed humps have consistently demonstrated to effectively reduce vehicle speeds. For every one 1mph reduction in speed it is estimated that 10% reduction in pia will be achieved. The introduction of appropriately designed and spaced speed humps has shown to lead to lower and consistent average speeds along a road, resulting in a reduction in pollution levels.

#### 5.4.3 Not Stated Resident – Object

*“DO NOT want speed humps - concerns have been raised by the school governors about pedestrian safety not the school, however none of these people live on this road and are obviously not aware of the ACTUAL issues faced by the residents which are parent parking and not speeding. !!!! The school has done nothing to discourage the parents from parking dangerously - I have many photographs of cars parked outside my drive and on a few occasions actually on my drive !! Other schools continue to highlight where parents should/should not park in their newsletters but nothing from Belmont school is ever sent out. Daily the school run is a nightmare for the residents as cars park on the zigzag lines/block driveways and dangerously pull out park do u turns. I cannot get out of my drive from 3.15 to sometimes 4 o'clock on school days as someone will block my drive. Introducing speed humps will only make this worse. Where you have suggested for the humps to be is ludicrous. You must be aware that it is known that speed humps*



Response: The scheme is proposed as there are 8 personal injury accident on the junction of Boundary Road and Rusper Road and to help reduce the speed of Traffic on Rusper Road. No new signs required for this project. All Statutory Stakeholders was consulted for this project and no response was received. For this project we analysed the accident data and the speed and volume of traffic. The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions. Speed humps have consistently demonstrated to effectively reduce vehicle speeds. For every one 1mph reduction in speed it is estimated that 10% reduction in pia will be achieved. The introduction of appropriately designed and spaced speed humps has shown to lead to lower and consistent average speeds along a road, resulting in a reduction in pollution levels.

#### 5.4.5 Not Stated Resident – Object

*"Your letter states concerns expressed by Belmont primary school about pedestrian safety at the junctions of Rusper road and boundary rd. The frequent accidents that have occurred between Boundary/Rusper and Sirdar/Rusper have not been down to cars speeding along Rusper road BUT by cars speeding from Boundary or Sirdar across Rusper road. While I welcome improving these junctions, introducing speed humps on Rusper Rd is unnecessary and if anywhere should be introduced on Boundary/Sirdar Roads. The school has expressed concerns on road safety, however as a resident I have more concerns with how parents drive and park than speeding. On a daily basis cars mount the pavements/block drives/ park on zigzag lines and nothing is done. Traffic wardens just walk past and ignore parents who have parked dangerously or on the zigzags even though this is an road traffic offence. Introducing speed humps will only add to the residents frustration at school times as parking will be harder. Also many boroughs are actually taking speed humps up (Barnet for example) as its been proved not to be beneficial to traffic calming or pollution With so many young children around this area it is also known that speed humps increase pollution. So on the points raised could you clarify for me 1) By Who and what concerns were raised by the school (FOI) 2)Is this notification trying to solve two issues - the frequent accidents on the junctions and school safety on Rusper rd. As the measures you proposed seem to suggest that. 3)And if so can you supply the evidence why you need to introduce speed humps all the way down Rusper rd when speeding is not the issue".*

*don't slow the traffic down as drivers will speed up between them so having only one at 39 and the next at 21 Rusper road will certainly encourage this and actually make the safety outside the school worse. Many boroughs are actually taking them out so why is Haringey trying to introduce them? What about the emergency services - this will slow them down. As the majority of residents on this road are elderly this is a real concern. I agree with the measures at both boundary and you should have it at Sirdar as there has been accidents on BOTH junctions of Boundary/Rusper & Sirdar - but these are cars speeding across Rusper Road so you need to put speed humps on these roads - Sirdar & Boundary as both are straight rat runs not Rusper so please explain the reason why you would introduce them on Rusper Road. I m requesting an Freedom Of Information on the details of who and what issues were raised by the school governors and the procedures that have led to this consultation as its seems very biased that the views of very few people who don't even live on this road can decide what happens to it".*

Response: The scheme is proposed as there are 8 personal injury accidents on the junction of Boundary Road and Rusper Road and to help reduce the speed of Traffic on Rusper Road. For this project we analysed the accident data and the speed and volume of traffic. The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions. Speed humps have consistently demonstrated to effectively reduce vehicle speeds. For every one 1mph reduction in speed it is estimated that 10% reduction in pia will be achieved. The introduction of appropriately designed and spaced speed humps has shown to lead to lower and consistent average speeds along a road, resulting in a reduction in pollution levels.

#### 5.4.4 Not Stated Resident – Object

*"Please can you supply me the following 1) What is the cost of this proposed scheme? 2) How many accidents occurred on Rusper Road on the stretch between 5 Rusper road and 61 Rusper Rd As I am aware of 0 so I'm confused why speed humps is needed on this part of the road. 3) What reasons is this scheme being proposed - what analysis was done to propose this scheme and by who? 4) Their construction and signing is regulated by the Department for Transport (DfT). There is a requirement to consult with the emergency services, organisations or groups representing people who use the road such as bus operators, other transport service providers and residents and traders of the street where the road humps are to be installed".*

Response: The scheme is proposed as there are 8 personal injury accident on the junction of Boundary Road and Rusper Road and to help reduce the speed of Traffic on Rusper Road. For this project we analysed the accident data and the speed and volume of traffic. The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions.

#### 5.4.5 Rusper Road – Object

*“No speed humps wanted”*

Response: No explanation given as to why speed humps is unwanted. The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions. Speed humps have consistently demonstrated to effectively reduce vehicle speeds. For every one 1mph reduction in speed it is estimated that 10% reduction in pia will be achieved. The introduction of appropriately designed and spaced speed humps has shown to lead to lower and consistent average speeds along a road, resulting in a reduction in pollution levels.

#### 5.4.6 Rusper Road – Object

*“Additionally in your consultation letter it states that Belmont school has concerns regarding the pedestrian safety at the Boundary-Rusper Rd junction. Belmont School has never actively demonstrated any concern regarding this junction or the speed of traffic on Rusper Rd. There has never been any posters either inside or outside the school. no letters sent home to parents, no mention in way at any of the many school functions. In view of this I feel there is no need for speed humps along Rusper, but the road outside the school gates may be more visible if the road was raised to correspond with that at the Boundary/Rusper Junction. Finally accidents mostly occur when traffic is crossing over, rather than along Rusper Rd. A possible solution to this may be to have no entry signs at Boundary /Rusper, Sirdar /Rusper junctions with access to these roads via Hawk Park Rd or Crawley Rd”.*

Response: No entry signs will not solve the problem at the Boundary Road and Rusper Road junctions as there will be point of entry on those roads therefore, the issue currently happening on these roads will remain. The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions. Speed humps have consistently demonstrated to effectively reduce vehicle speeds. For every one 1mph reduction in speed it is estimated that 10% reduction in pia will be achieved. The introduction of appropriately designed and spaced speed humps has shown to lead to lower and consistent average speeds along a road, resulting in a reduction in pollution levels.

#### 5.4.7 Rusper Road – Object

*“Don't agree with speed humps. Speeding isn't a problem. Have humps on Boundary and Sirdar and have a raised road cubicle outside the school. That would be more effective, would cost less, and less pollution”.*

Response: The speed humps will help with reducing the speed on Rusper Road and this will also make the junctions safer as cars will be coming slower at all directions and they will be able to better assess the junctions and avoid the collisions. Speed humps have consistently demonstrated to effectively reduce vehicle speeds. For every one 1mph reduction in speed it is estimated that 10% reduction in pia will be achieved. The introduction of appropriately designed and spaced speed humps has shown to lead to lower and consistent average speeds along a road, resulting in a reduction in pollution levels.

6.0 *Contribution to strategic outcomes*

6.1 *This project will help reduce the amount of collisions occurring at the junction as well as improve pedestrian safety and accessibility contributing to the delivery of Haringey Corporate Plan Priority 3, "A clean, well maintained and safe borough where people are proud to live."*

7.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities

7.1 Comments of the Head of Legal Services

7.1.1 N/A

7.2 Chief Finance Officer Comments

7.2.1 The cost of these works can be contained within the existing budget funded from the Transport for London LIP allocation

7.3 Equal Opportunities

7.3.1 Those proposals will improve road safety for all that location. The consultation documents were distributed to all households / businesses within the agreed consultation area and also placed on the Councils web-site to ensure that all stakeholders were made aware of the Councils proposals.

7.4 Staff Side Comments

7.4.1 N/A

7.5 Summary and Response

7.5.1 The scheme proposals have achieved majority support (79%) from the public consultation carried out from the 7<sup>th</sup> February to the 27<sup>th</sup> February 2017, with 18% objecting and 3% having other views.

7.5.2 The primary focus of the seven objections was that they would like the Rusper Road to remain the same.

7.5.3 The scheme proposals will help in reducing the level of Personal Injury Accidents (PIA) within the scope of the scheme.

8.0 Use of Appendices

- Appendix A – Consultation letter
- Appendix B – Consultation Report

9.0 Local Government (Access to Information) Act 1985

9.1 N/A

**Appendix A**  
**Consultation Letter**

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Sustainable Transport

Ann Cunningham: Head of Traffic Management



7 February 2017

## **Statutory Notification**

### **Rusper Road: Traffic Calming Improvement**

Dear Resident or Business,

Following concerns expressed about pedestrian safety at Boundary Road junctions with Rusper Road by Belmont Primary School, the council has developed a scheme to address these issues.

The key elements of the scheme are as follows:

- Raised table entry treatments on both arms of Boundary Road junctions with Rusper Road. These features will improve the safety and accessibility of pedestrians as well as reduce the incidents of vehicles failing to give way at these junctions.
- Speed humps to reduce the speed traffic on Rusper Road.

We believe that this scheme will greatly improve safety to the benefit of all road users. Details of the proposed scheme are shown on the plan overleaf.

This notification letter marks the start of a three week period during which we welcome your comments using the enclosed Freepost feedback card. Please ensure that your comments reach us by 27th February 2017. Your feedback will enable us to decide whether we should go ahead with the scheme as planned, or if changes are required.

Thank you for your attention. If you have any queries or additional comments, please email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) putting Rusper Road in the title line.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Ann Cunningham', written in a cursive style.

Highways Engineering

Sustainable Transport  
Level 5 Alexandra House  
10 Station Road, Wood Green  
London N22 7TR

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)







**Appendix B  
Consultation Response Report**



## Consultation Analysis Report

### Statutory Notification: Rusper Road: Traffic Calming Improvement

A statutory notification letter dated 7 February 2017 was circulated to local residents and businesses to propose the following measures:

1. Raised table entry treatments on Boundary Road at both sides of the junction with Rusper Road. These are designed to improve pedestrian safety and accessibility and reduce the occurrence of vehicles failing to stop
2. Speed humps to reduce the speeding traffic on Rusper Road.

## Analysis

The notification letter was accompanied by freepost feedback cards. The consultation area mainly comprised sections of Rusper Road, Boundary Road, and Sirdar Road as broadly illustrated in the chart below. This amounts to some 280 households



*Consultation area*

Level 5 Alexandra House  
10 Station Road, Wood Green  
London N22 7TR

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)



		Count	%
Support or object?	Support	31	79%
	Object	7	18%
	Other view	1	3%
	Total	39	100%

A total of 39 responses were received which amounts to 14% of households. This is a fairly high response rate for highway improvement measures of this type. 79% of responses support the proposed measures.

Those who object to the measures essentially reject the notion that there is speeding traffic on Rusper Road and that calming measures are needed. Two objections further suggested that humps are not effective at reducing traffic speeds. Certainly it is necessary for humps to be appropriately designed and spaced in order to have the desired effect.

Levels of support for the measures are broken down by road in the table below.

		Support or object?					
		Support		Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road name	Boundary Road	10	100%	0	0%	0	0%
	Rusper Road	9	69%	3	23%	1	8%
	Sirdar Road	11	100%	0	0%	0	0%
	Sandringham Rd	1	100%	0	0%	0	0%
	Not stated	0	0%	4	100%	0	0%
	Total	31	79%	7	18%	1	3%

The reasons given for support or objection are summarised in the following table and full comments are then set out in the subsequent listing.

		Count	%
Main reason for view	More humps needed - currently too far apart	2	5%
	Extend measures to additional locations	6	15%
	Humps/measures not wanted or needed	7	18%
	Support measures to reduce speeding / accidents	14	36%
	Clearer signage needed at junctions and near the school	3	8%
	Other	2	5%
	No comments	5	13%



Road name	Support or object?	Comments and suggestions
Boundary Road	Support	Please go ahead with the proposed measures ASAP
Boundary Road	Support	I'm delighted that at last you are doing something about the Rusper / Boundary road junction. More than 100 accidents have occurred at this junction. You may need brighter signs here as the stop signs are not clear, so that some drivers don't stop. I live near the corner and have noted all the accidents. Thank you for this decision.
Boundary Road	Support	.....Main problem is speeding on Rusper Rd and drivers failing to give way at junctions. Improved signage is needed to show there is a primary school on Rusper Rd. Currently the poor signage does not make this clear. need clear road markings at the junctions but mostly lots of big signs to indicate the school
Boundary Road	Support	It is a very good idea. Please go ahead
Boundary Road	Support	
Boundary Road	Support	Around every 2 months there is an accident at Rusper Road and Boundary Road junction because of speeding traffic. Any additional traffic slowing will be appreciated in addition to 'raised entry' treatment. Children and elders cross the road at all times, not only at school hours.
Boundary Road	Support	Strongly support the scheme. I've been very concerned at the speeding traffic since moving here last year. Please also consider raised tables at the junction of Boundary and Hawke Park rd where the entrance to the nursery school is (Belmont rec entrance). cars are often speeding / turning quickly from HPR into Boundary rd. I have a small baby and have been caught out there with the buggy on several occasions.
Boundary Road	Support	I's really love to see the same raised table entry treatments at the junction of Sirdar and Rusper as well. This junction is also prone to speeding and accidents. It is a real concern for residents and parents of children at Belmont School. However, the raised table needs to be CLEARLY MARKED so that young children can tell where the pavement ends - and the road begins. We don't want to create additional hazards for school children
Boundary Road	Support	
Boundary Road	Support	I am so pleased something is being done. It should make a lot of difference for everyone - especially at that junction.

Not stated	Object	<p>The frequent accidents that have occurred between Boundary/Rusper and Sirdar/Rusper have not been down to cars speeding along Rusper road BUT by cars speeding from Boundary or Sirdar across Rusper road. While I welcome improving these junctions, introducing speed humps on Rusper Rd is unnecessary and if anywhere should be introduced on Boundary/Sirdar Roads. The school has expressed concerns on road safety, however as a resident of more than 25 years I have more concerns with how parents drive and park than speeding. On a daily basis cars mount the pavements/block drives/ park on zigzag lines and nothing is done. Traffic wardens just walk past and ignore parents who have parked dangerously or on the zigzags even though this is an road traffic offence. Introducing speed humps will only add to the residents frustration at school times as parking will be harder. Also many boroughs are actually taking speed humps up (Barnet for example) as its been proved not to be beneficial to traffic calming or pollution With so many young children around this area it is also known that speed humps increase pollution. So on the points raised could you clarify for me 1) By Who and what concerns were raised by the school (FOI) 2)Is this notification trying to solve two issues - the frequent accidents on the junctions of Boundary/Sirdar/ Rusper rd and school safety on Rusper rd As the measures you proposed seem to suggest that. 3)And if so can you supply the evidence why you need to introduce</p>
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Not stated	Object	<p>DO NOT want speed humps - concerns have been raised by the school governors about pedestrian safety not the school, however none of these people live on this road and are obviously not aware of the ACTUAL issues faced by the residents which are parent parking and not speeding. !!!! The school has done nothing to discourage the parents from parking dangerously - I have many photographs of cars parked outside my drive and on a few occasions actually on my drive !! Other schools continue to highlight where parents should/should not park in their newsletters but nothing from Belmont school is ever sent out. Daily the school run is a nightmare for the residents as cars park on the zigzag lines/block driveways and dangerously pull out park do u turns. I cannot get out of my drive from 3.15 to sometimes 4 o'clock on school days as someone will block my drive. Introducing speed humps will only make this worse. Where you have suggested for the humps to be is ludicrous. You must be aware that it is known that speed humps don't slow the traffic down as drivers will speed up between them so having only one at 39 and the next at 21 Rusper road will certainly encourage this and actually make the safety outside the school worse. Many boroughs are actually taking them out so why is Haringey trying to introduce them ? What about the emergency services - this will slow them down. As the majority of residents on this road are elderly this is a real concern. I agree with the measures at both boundary and you should have it at Sirdar as there has been accidents on BOTH junctions of Boundary/Rusper &amp; Sirdar - but these are cars speeding across Rusper Road so you need to put speed humps on these roads - Sirdar &amp; Boundary as both are straight rat runs not Rusper so please explain the reason why you would introduce them on Rusper Road. I m requesting an Feedom Of Information on the details of who and what issues were raised by the school governors and the procedures that have</p>
Not stated	Object	<p>Please can you supply me the following 1) What is the cost of this proposed scheme ? 2) How many accidents occurred on Rusper Road on the stretch between 5 Rusper road and 61 Rusper Rd As I am aware of 0 so I'm confused why speed humps is needed on this part of the road. 3) What reasons is this scheme being proposed - what analysis was done to propose this scheme and by who ? 4)Their construction and signing is regulated by the Department for Transport (DfT). There is a requirement to consult with the emergency services, organisations or groups representing people who use the road such as bus operators, other transport service providers and residents and traders of the street where the road humps are to be installed. Please supply the other groups consulted .....</p>



Not stated	Object	<p>Your letter states concerns expressed by Belmont primary school about pedestrian safety at the junctions of Rusper road and boundary rd. The frequent accidents that have occurred between Boundary/Rusper and Sirdar/Rusper have not been down to cars speeding along Rusper road BUT by cars speeding from Boundary or Sirdar across Rusper road. While I welcome improving these junctions, introducing speed humps on Rusper Rd is unnecessary and if anywhere should be introduced on Boundary/Sirdar Roads. The school has expressed concerns on road safety, however as a resident I have more concerns with how parents drive and park than speeding. On a daily basis cars mount the pavements/block drives/ park on zigzag lines and nothing is done. Traffic wardens just walk past and ignore parents who have parked dangerously or on the zigzags even though this is an road traffic offence. Introducing speed humps will only add to the residents frustration at school times as parking will be harder. Also many boroughs are actually taking speed humps up (Barnet for example) as its been proved not to be beneficial to traffic calming or pollution With so many young children around this area it is also known that speed humps increase pollution. So on the points raised could you clarify for me 1) By Who and what concerns were raised by the school (FOI) 2)Is this notification trying to solve two issues - the frequent accidents on the junctions and school safety on Rusper rd. As the measures you proposed seem to suggest that. 3)And if so can you supply the evidence why you need to introduce speed humps all the way down Rusper rd when speeding is not the issue.</p>
Rusper Road	Object	No speed humps wanted
Rusper Road	Support	The planned traffic calming measures for Rusper Road & Boundary Road have my unrestricted support. These works are long overdue and it is scandalous that it took so many years to implement them. May I suggest that the 'raised table entry treatments' should not be confined to the junction of Rusper Road and Boundary Road, but also include the junction of Rusper Road and Sirdar Road.
Rusper Road	Support	Very much agree these measures need implementing. Cars drive much too fast and endanger the life of residents - especially children (Belmont School)
Rusper Road	Other view	I feel that the raised table will not improve the situation at this junction. But if you were to place a no entry at the junction of Boundary Road and Rusper road on the south kerb of boundary and place a next No entry at the junction of Sandringham road and Rusper road stopping the travel from west of Rusper Road at the Sandringham road junction and making boundary road and Sirdar one way ladder road
Rusper Road	Support	We support these proposals. They are definitely needed. However you have not gone far enough. Over the last 2 years there have been more accidents at the junction with Sirdar Rd than with the Boundary Rd junction. It is therefore essential you also build raised tables on both arms of the Sirdar Rd junction with Rusper Rd.



Rusper Road	Object	Additionally in your consultation letter it states that Belmont school has concerns regarding the pedestrian safety at the Boundary-Rusper Rd junction. Belmont School has never actively demonstrated any concern regarding this junction or the speed of traffic on Rusper Rd. There has never been any posters either inside or outside the school. no letters sent home to parents, no mention in way at any of the many school functions. In view of this I feel there is no need for speed humps along Rusper, but the road outside the school gates may be more visible if the road was raised to correspond with that at the Boundary/Rusper Junction. Finally accidents mostly occur when traffic is crossing over, rather than along Rusper Rd. A possible solution to this may be to have no entry signs at Boundary /Rusper, Sirdar /Rusper junctions with access to these roads via Hawk Park Rd or Crawley Rd
Rusper Road	Object	Don't agree with speed humps. Speeding isn't a problem. Have humps on Boundary and Sirdar and have a raised road cubicle outside the school. That would be more effective, would cost less, and less pollution
Rusper Road	Support	At last!
Rusper Road	Support	
Rusper Road	Support	speed humps please on Rusper Road to reduce people speeding along the road
Rusper Road	Support	
Rusper Road	Support	I support the traffic calming measures outlined in the letter of 7 Feb. and would also like to see raised table entry treatments where Sirdar Road meets Rusper Road as there have also been collisions at that junction since I've lived here. In an ideal world I would like to see a crossing attendant at school opening and closing as even with speed bumps in place I think the road is quite dangerous for young people to cross. Thanks for addressing the problem. I hope the proposals can go through.
Rusper Road	Support	Belmont Infants School Governing Body supports the traffic calming measures proposed and hopes that they will significantly reduce vehicle speeds on Rusper Road and thus the risk to children. As the council is aware there have been far too many crashes at the junctions of Boundary and Sirdar Roads with Rusper and the school community has been very worried that if nothing was done one of these in the future would inevitably lead to a serious injury to a child. We are aware that most accidents happen at the junction with Boundary Road but they also happen at the junction with Sirdar as well. We of course lack any expertise in Highway design and assume that in designing the scheme as it has vehicles will also be going at slower speeds at the Sirdar Road junction thus mitigating the danger there which is why a raised table entry is not being proposed for Sirdar as well, but if that is not the case then consideration needs to be given to a raised entry at Sirdar as well.
Sandringham Rd	Support	We think this is a good idea. Hopefully it will stop all the crashes.



Sirdar Road	Support	Boy racers plague all the roads and keep us up at night with their loud engines and speeding up and down. Proposed changes should also be applied to Sirdar rd.
Sirdar Road	Support	Please ensure that the raised entry treatments at Sirdar/Rusper junction do not encroach onto the existing carriageway and reduce the road width. The corners are already tight and anything which makes the road narrower may increase the risk of collision as they may drift into the wrong lane whilst turning. This happens in some parts of Barnet e.g. Wykeham Rd., Hendon.
Sirdar Road	Support	We think that additional humps are needed on Rusper Road considering that cars come onto Rusper from Westbury Avenue at high speed
Sirdar Road	Support	Fully support the proposed measures. So many speeding cars - especially in Rusper Rd, and it's only a matter of time before someone is knocked down.
Sirdar Road	Support	About time something was done about Rusper Rd. Too many accidents have occurred and it's only a matter of time before someone is killed!
Sirdar Road	Support	I fully support this proposal. As a parent with young children I am concerned about speeding cars in the area. I would like the council to consider installing the same measures at the Sirdar/Rusper road junction as there have been lots of accidents recently. Speeding is also a problem on Sirdar Road generally.
Sirdar Road	Support	Strongly support this initiative as current situation places pedestrians at serious risk. However I don't think the measures are enough. Traffic calming is also needed at other locations - especially at the junction of Sirdar and Rusper and also on Mannoek, Hawke Park, and Crawley roads as there's a risk the traffic will be displaced there along Boundary and Sirdar roads.
Sirdar Road	Support	I support the scheme (humps in Rusper Road) and - as a cyclist - I am intrigued to what makes the humps 'cycle-friendly'. I would not support speed humps in Sirdar Road.
Sirdar Road	Support	Cycle friendly humps are good but the raised entry is confusing for pedestrians as it is difficult to distinguish between what is the pavement and what is the carriageway. Notices including 'Give Way' and 'Slow' etc. are better for the junction - and cheaper?

Sirdar Road	Support	<p>I broadly welcome the proposed calming measures but would like to point out a few of other areas of concern that need addressing in this scheme: 1. The Junction of Hawke Parke Road and Boundary Road is also an entrance to the school with perhaps more students entering the school through this gate into Belmont Rec than the Rusper Road gate. 2. The junction of Sirdar Road and Rusper Road is also an accident hot spot and ought to have the same raised junction as the proposal for Boundary/Rusper. It should be noted that accidents at these junctions on Rusper Road are mainly caused by cars speeding along Sirdar and Boundary failing to stop at the give way signs at the Rusper intersection. 3. Sirdar Road suffers speeding cars 'cutting through' from Westbury Avenue via Crawley Road and Rusper Road all the way to Mannock Road (heading towards the mini island where Downhills Way meets Belmont Road avoiding Rusper all together) - my fear is that speeding traffic would increase along this route once the calming measures on Rusper were implemented. I think looking into these issues as well would provide a more holistic solution for traffic cutting through the area and thereby increase the safety of the school children as they approach Belmont school from all directions rather than just around the main gate. My concern is that pushing the traffic off Rusper Rd and onto Boundary and Sirdar with no speed calming in place on these roads could lead to more accidents.</p>
Sirdar Road	Support	<p>I agree something needs to be done. I also think it should be extended to Hawke Park Rd and Sirdar Rd itself. Traffic speeds on all roads with speed limits universally ignored. About 3-4 months back, speeding caused an accident at the junction of HPR and Sirdar Rd</p>
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