

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: West Green Road Local Safety Scheme Delegated Authority Report

Report
Authorised by: Head of Operations:

Cunningham

Cabinet Lead Member for Environment:

N/A

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Ward(s) affected Tottenham Green and St Ann's

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 between the 11th June and the 1st July 2018, on the proposed West Green Road Local Safety Scheme.
 - 1.2 To request approval to proceed to implementation, having considered any objections.
- 2.0 Recommendation
 - 2.1 In view of a majority support for these proposals, it is recommended that we proceed with the scheme.
 - 2.2 It is proposed to implement this scheme before the end of this financial year.
- 3.0 Reasons for decision
 - 3.1 The Council is required to formally consider the results of feedback to consultations undertaken on traffic schemes, and 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 An accident study has identified a high number of Personal Injury Accidents on West Green Road between the High Road A10 and the junction with Philip Lane B153. A concentration of these accidents are located on West Green Road at its junction with Avenue Road.
 - 5.2 West Green Road A504 has a 20mph speed limit and this section has one running lane in either direction.
 - 5.3 West Green Road is served by two bus routes, the 41 and the N41. Seven Sisters Road tube station is located at the eastern junction with The High Road A10.
- 6.0 Proposals
 - 6.1 The West Green Road Local Safety Scheme proposals, which can be viewed within Appendix B, are as follows.

- 6.1.1 Raising of the existing zebra crossing outside No. 121 West Green Road.
- 6.1.2 Extending the southern footway to create a waiting area for pedestrians using the zebra crossing.
- 6.1.3 Removal of pedestrian guard railing on the southern side of West Green Road.
- 6.1.4 Introduction of raised entry treatment on Avenue Road at its junction with West Green Road.
- 6.1.5 Reduction in bus cage to reduce congestion at the junction.

7.0 Statutory Consultation

- 7.1 The Council's External Stakeholders were informed of the proposals on 24 May 2018. In response to this email, we received an email from the Haringey Cycle Campaign who wanted to know if build-outs could be incorporated on both sides of the road and if additional railings could be removed and cycling stands introduced.
Response - The footway on the northern side is wider than that on the southern side so the need to enlarge the pedestrian waiting area is not as important. The railings on the north side act as a deterrent to those drivers who may wish to stop on the zebra crossing zig-zags and use the shop. That said we will introduce some cycling stands into the scheme if possible.
We also received a response from London Buses who were happy with the proposals and were happy for the bus cage to be reduced.
- 7.2 The Council's internal design panel were informed of the proposal on 23 May 2018. No comments were received.
- 7.3 The Tottenham Green and St Ann's Ward Councillors were informed of the proposals on the 4th June 2018. No comments were received.
- 7.4 The consultation was undertaken between 11 June and the 1 July 2018. Appendix A is a copy of the document.
- 7.5 If a decision is taken to proceed to implementation, Statutory Notification of the proposed new speed humps will need to be undertaken.

8.0 Responses to Consultation

- 8.1 A total of 15 responses were received. Of the 15 responses received 12 (80%) were in favour of the proposals and 3 (20%) had an 'Other View'. No one who responded to the scheme objected.

8.2 Those who responded with 'Other View' made the following comments.

8.2.1 Avenue Road - Any proposals to improve road safety are welcome and the plan you have provided is extremely helpful but I have some reservations about the current ones. a) Cars turning right have clear view in both directions since the road curves and they are looking for a gap both ways in the traffic. These are few during busy hours (eg end of schooldays) and drivers jump at the chance when they see one, accelerating fiercely as they turn only to arrive seven(!) metres away at the zebra crossing. They haven't been looking out for pedestrians and have to break sharply if someone is about to cross or, quite often, just drive over the zebra. This looks like the cause of many accidents to me. b) Avenue Rd is wide enough for two lanes of emerging traffic and if a car is waiting to turn right crossing pedestrians can step behind it. What they often can't tell is whether a second car approaching in Avenue Rd intends to stop behind the first one and turn right or go alongside it in the left-turning lane. Indicators are often not used and the pedestrian has to guess, half-way across what the second car is about to do. If they wait until there are no cars, they'll wait forever. I suggest the solution to danger a) is to move the zebra crossing either further eastwards or westwards to the other side of the Avenue Rd junction. Can you tell me how raising the height of the zebra by a few inches will change anything, apart from a speed bump effect? (Question 1) The proposed shortening of the zebra will indeed help pedestrians. The solution to danger b) is either to narrow the junction of Avenue Rd to a single lane (is that already proposed? Question 2) or at least put some lane markers for, say, 50m in its last stretch up to West Green Rd to allow pedestrians to spot an approaching car's intention, left or right turn. The raising of the junction will serve to slow cars that don't need to stop before turning. The widening of the pavement is welcome since it's currently very narrow and constricted by railings, although this won't affect pedestrian safety. The bus lane is far too long but how will shortening it improve the safety of cyclists and pedestrians? (Question 3) I would appreciate answers to my three questions and any other explanatory comments you may have.

Response - By raising the junction and the zebra crossing we raise pedestrians using the crossing up to the eye lines of drivers making them more prominent within the driver's vision, the zebra crossing serves a key desire line and so it is not possible to relocate it. The presence of the raised junction and zebra crossing, will slow vehicular traffic using the junction and will also help to enforce the 20mph speed limit.

The suggestion of a two-lane approach on Avenue Road where it meets West Green Road has been incorporated and can be seen within Appendix B.

The shortening of the bus cage will improve sightlines for those drivers exiting Avenue Road and reduce congestion at the junction.

8.2.2 Dorset Road - To solve the problem with this Zebra crossing and to prevent any more accidents may I suggest you put speed bumps before and after the crossing. The road is a race track for some

people. Changing the bus stop space will not have any affect on this matter. Then if this fails put up lights. Having been nearly knocked down myself a few times, some people don't know what Zebra crossings are for - when they see a clear road and speed along it Therefore I do hope this will help and prevent anybody else been knocked down at that crossing or been KILLED.

Response – The raising of the zebra crossing up to driver level will make them more prominent within the drivers view. Therefore we believe that this is better solution than a single hump either side of the crossing.

The option of traffic signals at this location would be costly and is beyond the remit of this scheme.

The shortening of the bus cage will improve sightlines for those drivers exiting Avenue Road and reduce congestion at the junction.

- 8.2.3 Mansfield Avenue - The zebra crossing should be relocated closer to the bus stop, so that those alighting from the bus are close to a safe crossing point. Most bus passengers do not use the crossing at its current location as they generally need to continue their journey on foot towards West Green common or up Mansfield Avenue. The current location is not very convenient for the bus passengers.
- Response – Due to the junction of Avenue Road it is not practical to move the zebra crossing closer to the west bound bus stop located between the junctions of Mansfield Avenue and Avenue Road.

9.0 Contribution to strategic outcomes

- 9.1 This project will improve pedestrian facilities on the road as well as improving road safety and will contribute to the delivery of Haringey's Corporate Plan Priority 3, 'a clean, well maintained and safe borough where people are proud to live.'

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

10.1 Comments of the Head of Legal Services

10.1.1 N/A

10.2 Chief Finance Officer Comments

10.2.1 N/A

10.3 Equal Opportunities

- 10.3.1 Those proposals will improve road safety and accessibility for all. The consultation documents were distributed to all households / businesses within the agreed consultation area.

10.4 Staff Side Comments

10.4.1 N/A

10.5 Summary and Response

		Count	%
Support or Object	Support	12	80%
	Object	0	0%
	Other view	3	20%
	Total	15	100%

10.5.1

The consultation received no objections

11.0 Use of Appendices

- Appendix A – Consultation letter
- Appendix B - Proposals

12.0 Local Government (Access to Information) Act 1985

12.1 N/A