

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Lordship Lane Junction Improvement

Report  
authorised by : Head of Operations:

*Alexis*

Cabinet Member for Environment:

*N/A*

Lead Officer: Allain Alexis, Alexandra House, 1<sup>st</sup> Floor, N22 8HQ,  
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Ward(s) affected: Highgate

Report for Key/  
Non Key Decision: Non key decision

1. Describe the issue under consideration

1.1 To report the results of the public consultation carried out between the 9<sup>th</sup> July and the 30<sup>th</sup> July 2018, on the proposed Lordship Lane Junction improvement.

1.2 To request approval to proceed to implementation, having taken any objections into consideration.

## 2 Recommendation

2.1 In view of a majority support for these proposals, it is recommended that we proceed with the scheme as per drawing shown Appendix B.

2.2 It is proposed to implement this scheme before the end of this financial year.

## 3 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 Alternative options considered

4.1 None

## 5 Background Information

5.1 The scheme is proposed as part of our 2018/2019 Local Safety scheme programme. The two locations to be improved along Lordship Lane are at the junction of Westbury Avenue and the junction of Walpole Road. These were identified through analysis of the accident statistics, as well as requests from residents about the need to improve the pedestrian environment and make it safer.

5.2 Westbury Avenue A1080 has a 30mph speed limit. Between Lordship Lane A109 and 200 Westbury Avenue is one way southbound.

5.3 Westbury Avenue is served by 4 bus routes, the 123, 217, 231 and 444.

5.4 Walpole Road has a 20mph speed limit and is a cul-de-sac. The road is narrow with residents parking on both sides.

## 6 Proposals

6.1 The Improvements are as follows:

6.1.1 Westbury Avenue junction with Lordship Lane:

- Build out the kerbs in Westbury Avenue from the junction of Lordship Lane for a distance of 5 metres, this measure will help to reduce the speed of traffic entering Westbury Avenue from Lordship Lane and will also reduce pedestrian crossing widths, thus improving pedestrian safety and accessibility.
- Introduce a raised entry treatment on Westbury Avenue at its junction with Lordship Lane, to help to reduce the speed of traffic entering Westbury Avenue from Lordship Lane.
- Install cycle separators for a distance of 16 metres along Westbury Avenue from the junction of Lordship Lane, to provide light segregation to cyclists from motor vehicles.
- Improve the footway surface at Westbury Avenue junction with Lordship Lane

6.1.2 Walpole Road junction with Lordship Lane:

- Introduce a raised entry treatment on Walpole Road at its junction with Lordship Lane, to help to reduce the speed of traffic entering Walpole Road from Lordship Lane.
- Improve the footway surface at Walpole Road junction with Lordship Lane

## 7 Consultation

7.1 The Council's External Stakeholders were informed of the proposals on 29 June 2018.

7.1.1 We received a response from London Buses who objected to the design due to the narrowing of the junctions of Westbury Avenue. However, the junction is designed using vehicle tracking software to accommodate larger vehicles than double decker buses. Therefore, there should be adequate room for buses to traverse this section of the highway.

7.1.2 We also received an email from the Haringey Cycle Campaign who would like to see a cycle lane across the junction to protect cycles continuing on Lordship Lane. This was included in the proposal, which was sent out for public consultation.

7.2 The Noel Park and West Green Councillors were informed of the proposals on the 29<sup>th</sup> June 2018. We received one response from Cllr Sarah Williams who requested a pedestrian phase at the Junction of Downhills Way and Lordship Lane. This is not within the scope of this scheme, though a study exploring the viability of introducing pedestrian facilities at the Downhills Way/Lordship Lane junction is currently underway.

7.3 Residents were informed of the proposals and invited to comment on 9 July. We received seven responses with very positive feedback but also requesting a pedestrian phase at the Junction of Downhills Way and Lordship Lane. This is not within the scope of this scheme, though a study exploring the viability of introducing pedestrian facilities at the Downhills Way/Lordship Lane junction is currently underway.

7.4 The consultation was undertaken between 9 July and the 30 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 entry treatment will need to be undertaken.

## 8 Responses to Consultation

8.1 As part of the public consultation which ran between the 9 July and 30 July 2018 a total of 7 responses were received. Of those 7 responses, 6 (86%) were in support of the proposals, 1 (14%) expressed another view'. No objections were received.

8.2 The other view expressed were as follows;

*Although you have given safety considerations to the junctions as outlined in your letter dated 9th July to the residents or business I feel there are more pressing matters at hand towards pedestrian safety in that area. The junction of B155 and A109 (INSET C on map) needs desperately a working pedestrian crossing. Currently, there are no pedestrian lights on 3 of the 4 crossings to indicate whether it is safe to cross or not. This is a very busy and dangerous junction for pedestrians. There is no form of assistance for pedestrians crossing these junctions and it is even more dangerous for vulnerable senior citizens, school children (where the St Benet Fink Church is marked there is a nursery), disabled, blind and partially sighted citizens- all of which live on this road. There are 20mph and 30mph speed restrictions applying around these junctions but few drivers adhere to them. You could also consider speed cameras towards this problem. As for the safety considerations in your letter, we appreciate the new safety scheme and are happy that the safety scheme is being put into practice. However, the barriers in Inset A i.e. the Westbury Avenue Junction were taken away which we believe should still be there. Cars go extremely fast round the*

*corner and considering the medical centre whereby vulnerable people come in and out-there needs to be a safe pedestrian crossing or at least something protecting the pedestrians in that area*

*Council Response – The introduction of pedestrian phases at the junction of Downhills Way and Lordship Lane is not within the scope of the scheme however, a study exploring the viability of introducing pedestrian facilities at the Downhills Way/Lordship Lane junction is currently underway  
TfL are no longer installing speed cameras at new locations, and are currently only upgrading their old speed camera equipment. TfL's previous criteria for the consideration of a speed camera involved 4 Killed or Seriously Injured Personal Injury Accidents (PIA) on a road, including 2 speed related PIA's. Fortunately, these criteria would not be met at this location.*

## 9 Contribution to strategic outcomes

9.1 This project will improve pedestrian accessibility and road safety at this location 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 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 The cost of these works can be contained within the existing budget funded from Transport for London LIP allocation

### 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

### Support or object

	Frequency	Percent
Support	6	86.0
Other view	1	14.0
Total	7	100.0

10.5.1 Given the majority support for the project and the absence of any objection, it is recommended that the scheme proceeds as per the proposal shown in Appendix B.

11 11.0 Use of Appendices

12 Appendix A – Consultation letter

13 Appendix B - Proposals

14 12.0 Local Government (Access to Information) Act 1985

15 12.1 N/A

Appendix A  
Consultation Letter





9 July 2018

## **Statutory Notification**

### **Lordship Lane Local Safety Scheme: Improvements to junctions on Westbury Avenue and Walpole Road**

Dear Resident or Business,

Each year we identify areas which require attention under our Local Safety Scheme (LSS) programme. We identify these areas through analysis of the accident statistics across the borough and produce a ranked list of areas 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 users.

As part of our 2018/19 Local Safety Scheme programme we are proposing to introduce measures in Westbury Avenue and Walpole Road at their junction with Lordship Lane to improve pedestrian safety and accessibility.

The key elements of the scheme are set out below and illustrated on the plan overleaf:

#### **Westbury Avenue junction with Lordship Lane:**

- Build out the kerbs in Westbury Avenue from the junction of Lordship Lane for a distance of 5 metres. This will help to reduce the speed of traffic entering Westbury Avenue from Lordship Lane and will also reduce pedestrian crossing widths, thus improving pedestrian safety and accessibility.
- Introduce raised entry treatment on Westbury Avenue at its junction with Lordship Lane, to help to reduce the speed of traffic entering Westbury Road from Lordship Lane.
- Install cycle separators for a distance of 16 metres along Westbury Avenue from the junction of Lordship Lane, to provide light segregation to cyclists from motor vehicles.
- Improve the footway surface at Westbury Avenue junction with Lordship Lane


#### **Walpole Road junction with Lordship Lane:**

- Introduce a raised entry treatment on Walpole Road at its junction with Lordship Lane, to help to reduce the speed of traffic entering Walpole Road from Lordship Lane.
- Improve the footway surface at Walpole Road junction with Lordship Lane

This notification letter marks the start of a three week consultation period during which we welcome your views using the enclosed Freepost feedback card. Alternately email your views to us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk). Should you wish to object to the proposal please include reasons.

Please ensure that your comments reach us as soon as possible and no later than 30<sup>th</sup> July 2018. If you have any specific questions on the scheme please contact [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

Thank you for your interest and we look forward to hearing from you.

  
Sustainable Transport: Highways Engineering

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020 8489 1000

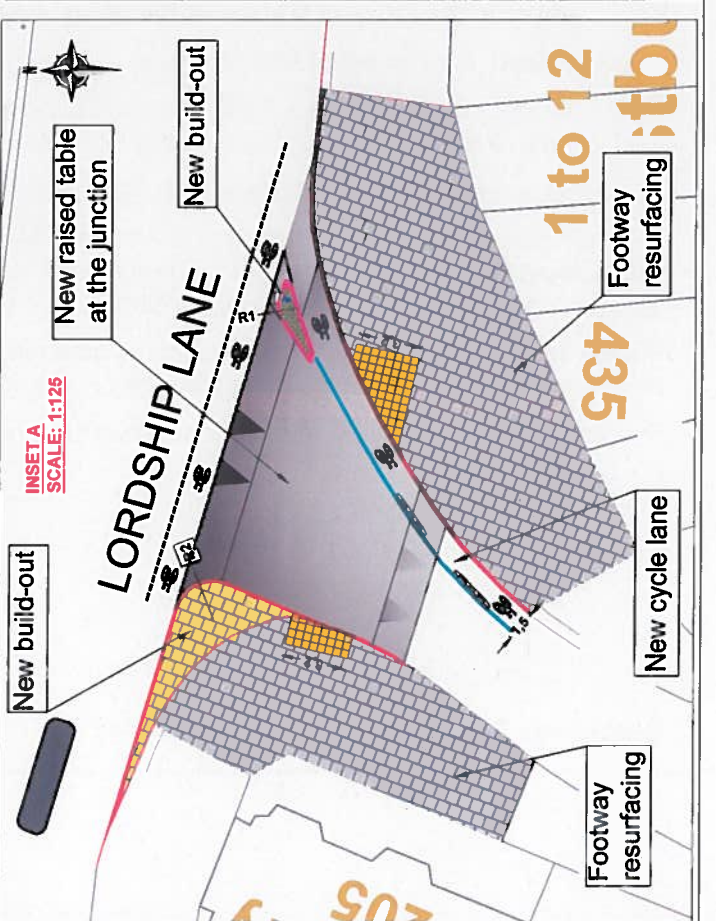
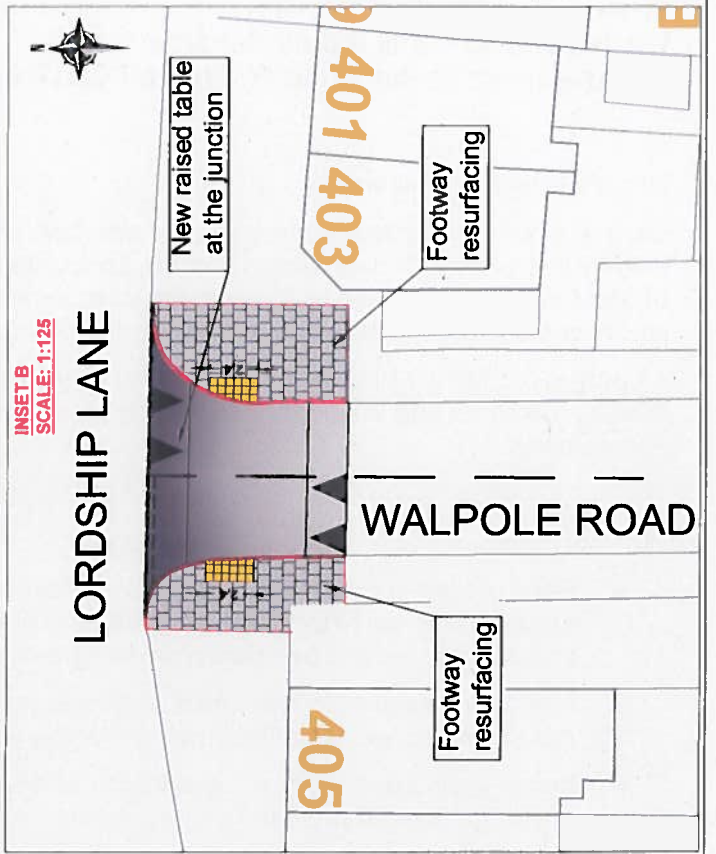
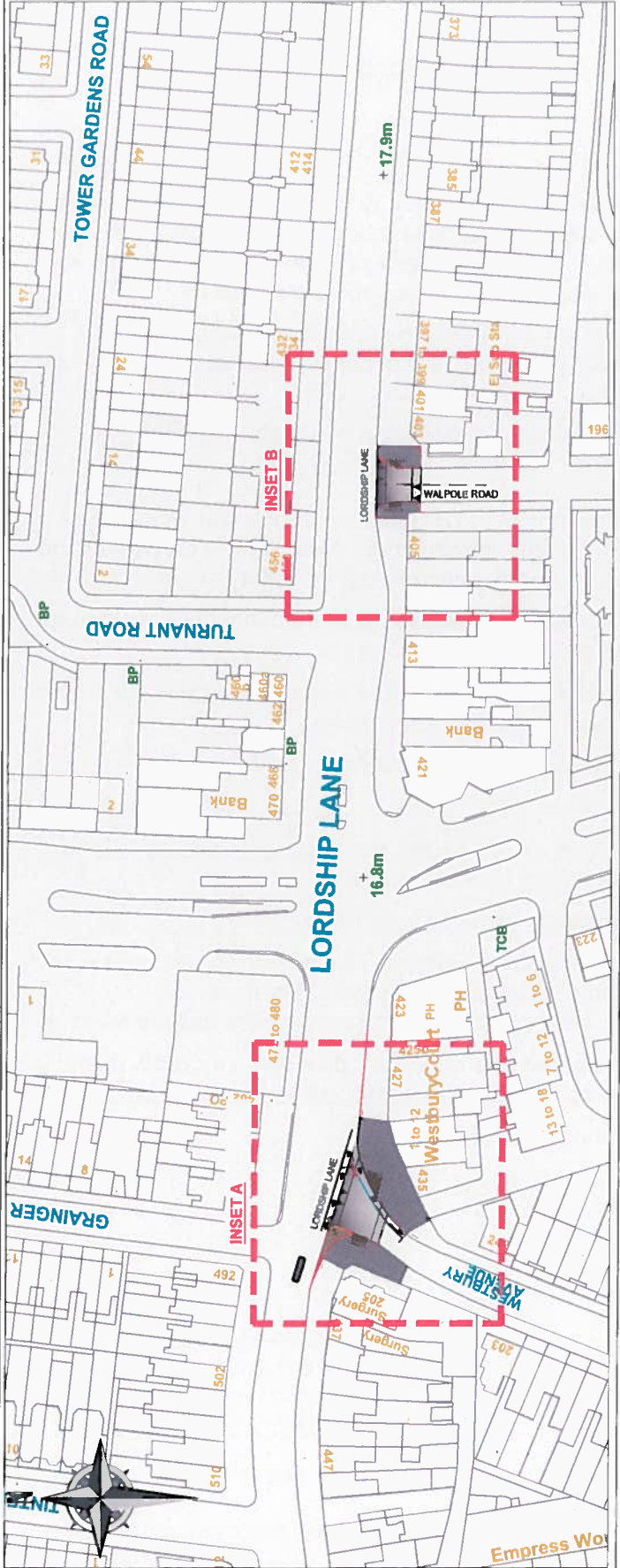
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Project	LORDSHIP LANE ROAD SAFETY IMPROVEMENT
Client	LORDSHIP LANE MANSURRY AVENUE & LORDSHIP LANE/WALPOLE ROAD
Scale	1:125
Author	AA
Check	AA
Drawn	DD
Reviewed	28/08/2018
Drawn by	COMBES TULLOCH
Checked by	COMBES TULLOCH
Project No.	18/001
Revision	01

COMMERCIAL & OPERATIONS OPERATIONS

**Haringey**  
LONDON



Appendix B  
Proposals

