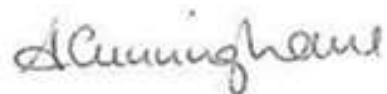


Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: West Green Road / Langham Road / Belmont Road Area N15 -
Local Safety Scheme

**Report
authorised by:** Head of Highways and Parking



Cabinet Member for Transformation and Public Realm Investment



Lead Officer: Yomi Komolafe, Traffic Engineering
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Ward(s) affected: West Green Road

**Report for Key/
Non Key Decision:** Non key decision

1.0 Describe the issue under consideration

- 1.1 To report the feedback of statutory consultation carried out from 12 August to 15 September 2020, on proposals to introduce Sinusoidal humps along Belmont Road, Langham Road and Vincent Road. These measures will help reduce vehicular speeds and improve road safety for all road users.
- 1.2 To request approval to proceed to implementation, having taken considered the responses to the consultation and officer recommendations.

2.0 Recommendation

- 2.1 In view of a majority support for these proposals, it is recommended that the Cabinet Member for Transformation and Public Realm Investment and the Head of Highways and Parking, grant approval to proceed to implementation, with no amendments.
- 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 consider the feedback received during the Statutory Notification period, 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 Following concerns expressed about the high number of personal injury accidents (PIA) occurring in the West Green Road/Langham Road/Belmont Road area (see Table A below), officers propose to introduce a scheme to help reduce the PIA rate and improve road safety for all road users.

Collision Data (3 year period to Jun 2019)

Road Name	Total number of collisions	Severity	
		Slight	Serious
Belmont Road	3	2	1
Langham Road	0	0	0
Vincent Road	2	2	0

West Green Road	9		7	2
	14		11	3

Table A – Collision Data

- 5.2 The proposal consists of the introduction of sinusoidal speed humps (spaced between 40 – 70m) along Belmont Road, Langham Road and Vincent Road.
- 5.3 Funding has been secured in this financial year 2020/21, via the Local Implementation Plan (LIP) settlements from TfL to deliver the proposed improvements.

6.0 Consultation

- 6.1 Ward Councillors were informed of the proposals on 6 August 2020.
- 6.2 Councillor Sarah Williams enquired about the proposals on behalf of her constituents; this was explained over a site meeting held between officers and Cllr Williams.
- 6.3 Notification documents were distributed to properties in the vicinity of the proposals on 12 August 2020. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 6.4 The Notification letter was uploaded on the council's website. Legal Notices were placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C.

7.0 Responses to Consultation

- 7.1 In Appendix D, you can find the full consultation report from which 'Table 1 – Overview of statutory consultation results' and 'Table 2 – Responses by Road', were extracted.

Table 1 – Overview of statutory consultation results

		Count	%
Support or Object?	Support	34	68%
	Object	4	8%
	Other view	12	24%
	Total	50	100%

Table 2 - Responses by Road

	Support or Object?					
	Support		Object		Other view	
	Count	Row %	Count	Row %	Count	Row %
Belmont Rd	16	73%	2	9%	4	18%
Langham Rd	12	71%	0	0%	5	29%
Vincent Rd	5	63%	1	13%	2	25%
Harringay Rd	0	0%	1	50%	1	50%
West Green Rd	1	100%	0	0%	0	0%
Total	34	68%	4	8%	12	24%

7.2 A total of 50 responses were received, 34 (68%) in support, 4 (8%) objected, and 12 (24%) who had other views.

7.2.1 Objection – Noise, Vibrations and structural damage

‘Whilst I accept the reasoning that the proposal is to reduce the incidence of personal injury accidents in this area, I believe the speed humps proposed are too severe a measure. I ask if consideration of the existing measures has been factored into the proposed placements for the speed humps? I refer specifically to the speed hump proposed at 33/35 Belmont Road, and suggest that it is not needed for the following reasons: ·The junction of Belmont Road and Langham Road is elevated and the pedestrian crossing is controlled by traffic lights. There is therefore a significant measure of traffic calming already in place at this junction. ·Traffic proceeding along Belmont Road towards West Green Road has already slowed, and traffic proceeding in the other direction is slowing as it approaches the junction. ·The Victorian terraced houses on both sides of Belmont Road in this vicinity are all three storey buildings, relatively close to the road and the London Plane Trees that line the road. Every two years these trees are pollarded in order that they should not grow too large and the roots disturb the foundations of these houses any further. The effect of these trees is already felt in the upper floors when heavy vehicles cross the raised junction. These upper stories noticeably vibrate whenever a lorry or bus crosses the junction. ·Because of this I believe that the speed hump proposed at 33/35 Belmont Road is not necessary. It is too close to the existing measures at the junction, it will exacerbate the problem of vibration to the surrounding buildings (and increase the potential for structural damage) and will increase pollution in this area. I therefore ask that the Council reconsider the placement of the proposed speed humps, taking into account the existing measures and the potential impact on the residents and properties, and remove the proposed speed hump outside 33/35 Belmont Road from the scheme. I look forward to hearing from you’

Council Response

The proposed sinusoidal humps in conjunction with the existing speed table at the junction of Belmont Road and Langham Road have been spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). Both publications provide guidance on the hump spacing which helps to regulate and discourage inappropriate vehicular speeds.

The type of humps proposed have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds. This type of hump is also preferred by cyclists.

When considering the use of road humps, the Council relies on data provided by the Department of Transport, who commissioned the Transport Research Laboratory (TRL) to carry out track trials to assess the effects which road humps might have in generating ground-borne vibrations when vehicles are driven over them for a sustained period. The results were used to calculate minimum distances, which would be desirable for road humps to be sited from dwellings, according to different soil types. This study showed that even very minor hairline cracking should not occur

unless the road humps are placed less than 2m from the dwelling (for London Clay soils type). The humps proposed adhere to the recommendations from this study.

7.2.2 Objection – Speed humps do not work

'This proposal is sub-optimal and wasteful. Speed bumps don't necessarily reduce speed. They also don't help pedestrians or cyclists. Instead, please install cycle lanes along with traffic filters at the Belmont - Langham road junction. Also block access to Langham Road to stop rat running and reduce accidents. Speed bumps are useless.'

Council Response

The scheme is being proposed to reduce the number of personal injury accidents (PIA) occurring in the West Green Road/Langham Road/Belmont Road area and will help enforce the existing 20mph limit, however it will also help to discourage rat running traffic. Vertical deflections in the carriageway such as speed humps are one of the most effective, reliable and cost-effective speed reduction measures currently available.

The proposed sinusoidal humps in conjunction with the existing speed table at the junction of Belmont Road and Langham Road have been spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). Both publications provide guidance on the hump spacing which helps to regulate and discourage inappropriate vehicular speeds.

The type of humps proposed have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds, which will improve safety for pedestrians and cyclists. This type of hump is also preferred by cyclists.

Your suggestion to install cycle lanes with traffic filters at the junction of Belmont Road/Langham Road and blocking off Langham Road fall outside of the scope of these works but will be considered as part of our future highway improvement programmes.

7.2.3 Objection – Inadequate Consultation/Borough Transport Strategy

'my objection to the proposed Local Safety Scheme for West Green Road/Langham Rd/Belmont Rd. My objection is based on three reasons: 1.The proposed scheme is not aligned with the borough's latest (2018) transport strategy 2.Scheme is not aligned with the borough's latest local implementation plan (March 2019, LIP3) 3.The consultation process has been inadequate

1. The proposed scheme is not aligned with the borough's latest (2018) transport strategy

<https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf> By any definition, Langham Road is a Rat Run - a residential road that carries high volumes of through traffic wishing to gain marginal advantage by deviating from the main roads. The volume and speed of such motor traffic is the rationale for identifying the area as a priority for Local Safety Scheme intervention.

However the proposed intervention inexplicably does not seek to address this. The 2018 transport strategy explicitly states that Haringey Council will seek to reduce rat runs. E.g. p10, Outcome 4, Priority 3 " To minimise the use of our back streets as 'rat runs' ". The LSS as it stands seeks to spend council funds while maintaining the status quo whereas the Transport Strategy provides clear guidance for change. Hence the scheme should be rejected 2. The proposed scheme is not aligned with the borough's latest local implementation plan (March 2019, LIP3 <https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_lip3_final.pdf>)

Similar to the above objection that the proposed LSS is not aligned with the more recent LIP, where there is clear guidance for reducing rat runs, of which Langham Road is a clear example. p31: Council delivery of MTS Outcome 1: Minimising rat-runs through residential streets, through the possible use of modal filtering, pedestrian/shared streets, introduction of one-way systems, controlled zone times, no left/right turns and vehicle size/weight restrictions p35: Council delivery of MTS Outcome 2: Reviewing the design of the borough's streets so that they are no longer seen primarily as conduits for the movement or parking of vehicles ; Minimising the use of our back streets as 'rat runs p39: Council delivery of MTS Outcome 3: At a more local level, the council is bringing forward schemes which will contribute towards traffic reduction by targeting rat running and encouraging active travel as the most direct routes. The Council implements this, in collaboration with communities, through localised filtering of through motor traffic and one-way enforcements, complemented by a range of other measures. This includes all road traffic including residential traffic and traffic from HGVs and LGVs. The LIP also makes it explicit that Local Safety Schemes are part of the council's actions to meet MTS outcomes 2 and 3 (table, p69). The proposed LSS fails to account for these priorities set out in the LIP, focusing solely on traffic speeds whereas a more efficient and effective scheme would instead seek to reduce volumes as well by eliminating the opportunity for rat running. The proposed LSS should be rejected as it does not account for the LIP priorities and the role LSS schemes should play in delivering the borough and mayor's transport objectives 3. The consultation process has been inadequate The consultation material sent out was inconsistent. The text of the statutory notification states the key interventions are "sinusoidal speed reduction humps along Belmont road, Langham Road & West Green Road". However the plans clearly show that humps are planned for Vincent Road, and no changes are expected for West Green Road. This was confounded by the lack of active communication by the front line team. I asked for clarification on this issue on August 20th and have not received any further information or substantive response. My other questions have similarly been ignored. The LSS should be rejected until residents can have adequate information to make informed judgement. The current LSS should not go ahead and should be rethought with consideration to reduce traffic volumes through the area using some combination of modal filters, one-way systems and turning restrictions. There were multiple options developed by local residents (see here <<https://twitter.com/SimonZev/status/1294911505075445760>>and here <<https://twitter.com/Prajapanda/status/1301195584519442432>>) which would be better aligned with the council's objectives as laid out in the Transport strategy, which the LSS has a duty to deliver towards, and a far better use of council funds.'

Council Response

The scheme is primarily being proposed to reduce the high number of personal injury accidents (PIA) occurring in the West Green Road/Langham Road/Belmont Road area and will help enforce the existing 20mph limit, however it will also help to discourage rat running traffic.

The proposed filtering of traffic in the area falls outside of the scope of these works but the proposal will compliment any future schemes aimed at reducing rat running in the area.

The Councils objectives are set out as you described in the recent publication, however we will not be able to implement all measures due to funding constraints, therefore improvement measures are to be introduced incrementally.

Thank you for raising your concerns with the consultation package. Officers acknowledge that the document should have conveyed the proposals more clearly, and this will be taken on board for future consultations. However the text on the statutory notification referred to the West Green Road/Langham Rd/Belmont Rd Area and the accompanying plan clearly indicated that humps were proposed for Vincent Road, with no changes proposed for West Green Road. The consultation did result in other responses being received with a clear indication of their views suggesting the information provided was understood.

Your concerns about the lack of a response to your request for clarification during the consultation exercise has been noted and this will be taken on board for future consultations. Due to the numerous consultations and associated feedback received by stakeholders, all responses and concerns raised are compiled, analysed and considered together, prior to responses being sent out.

7.2.4 Objection – Vincent Road resident

'Speed humps just damage the car and don't really work. Better to have a speed sign'.

Council Response

Vertical deflections in the carriageway such as speed humps are the one of the most effective, reliable and cost-effective speed reduction measures currently available. The type of humps proposed have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds and are unlikely to cause damage to cars if driven over at appropriate speeds. Nevertheless, associated signs and marking will be included as part of the scheme where viable.

8.0 Contribution to strategic outcomes

- 8.1 This project will improve road safety for all road users contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).

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

9.1 Comments of the Head of Legal Services

9.1.1 N/A

9.2 Chief Finance Officer Comments

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

9.3 Equal Opportunities

9.3.1 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the council's proposals.

9.4 Staff Side Comments

9.4.1 N/A

9.5 Summary and Response

9.5.1 During the consultation period, a total of 50 responses were received, 34 (68%) in support, 4 (8%) who objected, and 12 (24%) who had other views.

9.5.2 Four objections to the scheme were received as part of the statutory consultation exercise, these are detailed at paragraph 7.2.1, 7.2.2, 7.2.3 and 7.2.4.

9.5.3 The project primarily aims to reduce traffic speeds but will also help to dissuade rat-running traffic and therefore improve road safety to benefit all road users.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundary
- Appendix C – Legal notice
- Appendix D – Full consultation report

11.0 Local Government (Access to Information) Act 1985

11.1 N/A