

**Report for:** Cabinet Member Signing

**Title:** Proposed Road Safety Improvements on Cranley Gardens, N10.

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**Ward(s) affected:** Muswell Hill

**Report for Key/ Non-Key Decision: Non-key decision** - Affects one ward only/expenditure less than £500,000

**1 Describe the issue under consideration**

- 1.1 To report the feedback of the public and statutory consultation carried out from 14 December 2022 to 18 January 2023, on proposals to introduce speed reducing measures on Cranley Gardens, N10.
- 1.2 To seek approval to proceed to implement measures after considering objections and officer response to those objections.

**2 Cabinet Member Introduction**

- 2.1 N/A

**3 Recommendations**

That the Cabinet Member for Tackling Inequality and Resident Services

- 3.1 Gives approval to proceed with the proposed speed reducing measures on Cranley Gardens N10, as set out on the plan in Appendix A, having taken the feedback from the public/statutory consultation into consideration.

**4 Reasons for decision**

- 4.1 The Council is required to consider the feedback received during the statutory notification period, in particular any objections to the proposals, prior to proceeding to implementation. The proposals consulted upon will improve road safety and pedestrian accessibility.

**5 Proposed Option**

- a) The Council of the London Borough of Haringey proposes to implement speed humps under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 outside the following properties (unless otherwise stated):

Road	Locations
Cranley Gardens N10	Adjacent to No.158 Muswell Hill Road, No.2, No.8, No.43, No.61, No.34, No.52, No.68, No.80, No.82, No.121, No.135, No.147, No.142, No.177

- b) Maximum height of the speed humps will be 100mm.

## 6 Alternative options considered

- 6.1 None.

## 7 Background Information

- 7.1 Haringey regards road safety, particularly pedestrian safety as a high priority and actively promotes road safety measures across the borough to reduce vehicle speeds, the number of road traffic accidents and to enhance the environment for all road users.
- 7.2 The Road Danger Reduction Action Plan and Investment Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.
- 7.3 The council has investigated the 36 months' collision data to January 2023, along Cranley Gardens and can confirm that there have been ten recorded Personal Injury Accidents (PIA), nine were slight and one was serious. Four of the PIA's involved pedal cyclists and three involved motor cyclists.
- 7.4 A speed survey was conducted on Cranley Gardens, east of Ellington Road over a 7-day period in June 2022. The eastbound average speed was 24.2mph and the westbound average speed was 23.3mph. A second speed survey was also conducted on Cranley Gardens, east of Wood Vale over a 7-day period in June 2022. The eastbound average speed was 22mph and the westbound average speed was 22.2mph.
- 7.5 Following concerns from the local community about speeding traffic, as part of this year's Road Danger Reduction Investment Plan, the council is proposing to introduce speed reducing measures on Cranley Gardens, N10.
- 7.6 The total cost of the scheme is £87,514 and funding is assigned through the agreed capital programme.

## 8 Consultation

- 8.1 Ward Councillors were informed about proposals on 05 December 2022. Councillor Cathy Brennan welcomed the proposals. However, Councillor Pippa Connor requested further clarification on the proposals and relayed residents' concerns about the consultation process. These are detailed in section 9.2.9.
- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 14 December 2023. A copy of the public and statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.

- 8.3 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.
- 8.4 As part of the statutory process, the following statutory bodies were also notified:
- AA
  - London Transport
  - Police (local)
  - Fire Brigade
  - London Ambulance Service
  - Freight Transport Association
  - Road Haulage Association
  - RAC
  - Metropolitan Police (traffic)
  - London Travel Watch
  - Haringey Cycling Campaign

## 9 Responses to Consultation

- 9.1 The full consultation report from which table 1 was extracted, can be found in Appendix D.

Table 1 – Public and Statutory Consultation Analysis

Scheme	Response	Count	%
Proposed Road Safety Improvements on Cranley Gardens, N10.	Support	45	31%
	Objection	78	53%
	Other views	23	16%
	<b>Total:</b>	<b>146</b>	<b>100%</b>

- 9.2 The Council received 146 responses during the public and statutory consultation period, 41 (31%) in support, 78 (53%) who objected and 23 (16%) who had other views to the proposal. Objections have been summarised below together with the Council response.

### 9.2.1 Objection – Lack on information on speed hump type and spacing

Several respondents felt that inadequate information was provided by the Council, so it was difficult to make an informed decision on the scheme. It was felt that the Council should have included on the consultation document, details like - what type of hump was being proposed, including the height and spacing between each hump, so all factors could be considered, prior to a response being submitted on the proposals.

#### Council Response

As part of the consultation exercise, the Council provided a plan showing the proposed locations of the speed humps and provided a letter explaining the background of the proposals. The Council considers the information provided, was sufficient for residents and businesses to provide a response, however, the Council will take these comments into consideration for future schemes.

Sinusoidal humps have been specified for Cranley Gardens. Humps with a sinusoidal profile are similar to round-top humps but have a shallower initial rise. They were developed to provide a more comfortable ride for cyclists in traffic calmed areas. The proposed sinusoidal hump will be 75mm in height and 3.7m in length.

### 9.2.2 Objection – The humps will cause Pollution, Vibration and Noise issues

The council received many objections to the proposals, stating that the speed humps will cause vibration and structural issues to their properties. In addition, concerns about vehicles slowing down and accelerating in between each speed hump, will cause additional noise and air pollution issues.

#### Council Response

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.

The proposed humps have also 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 to encourage motorists to drive at a constant speed and discourage accelerating and braking between features which will also reduce noise and air pollution.

Moreover, 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.

The pollution team is aware that emissions from traffic are the main source of pollution in Haringey and a combination of complementary initiatives including traffic management is key to creating a positive impact on air quality, in both the short and longer term. The Air Quality Action Plan (AQAP) 2019-24 lays out the Council's current and future ambitions to reduce air pollution. As with much of London, improving air quality is a key priority in Haringey because of the negative effect it has on our residents; particularly children, the elderly and disabled residents.

#### 9.2.3 Objection – Speed humps will cause discomfort to vulnerable road users

Speed humps cause discomfort to vulnerable road users and can also cause discomfort to cyclists particularly when riding uphill. They were concerned that injuries can occur to people travelling over speed humps and vehicles can also get damaged.

#### Council Response

Road humps do not cause undue damage to vehicles if negotiated at the correct speed. Drivers who choose to drive over them at excessive speeds potentially risk damage to their vehicles, usually in the form of suspension or tyre issues. The speed hump specified for this scheme is of a sinusoidal profile, which is cycle friendly whilst very uncomfortable for vehicle occupants if driven over at excessive speeds. They will also be spaced in a way to encourage motorists to drive at a constant speed and discourage accelerating and braking between features which will also reduce pollution.

#### 9.2.4 Objection –The proposed measures will not solve speeding and create rat-running issues

Some objectors are of the view that the proposed humps will force vehicles to speed in between each hump, depending on the spacing, particularly when trying to overtake

cyclists. In addition, the humps will create slow moving traffic on Cranley Gardens leading to vehicles, using surrounding roads as a short cut.

#### Council Response

The proposed humps 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 to encourage motorists to drive at a constant speed and discourage accelerating and braking between the features, which will improve road safety for all road users and will benefit cyclists as traffic speeds will be reduced.

It is unlikely that the proposed speed reducing measures will displace a significant level of traffic on the surrounding roads. Nevertheless, the Council is committed to ensuring that any measures introduced along the public highway are duly monitored for their impact on the surrounding area. As with all schemes that are introduced on the public highway, the Council will arrange for before and after speed and volume surveys to be undertaken as part of the evaluation and monitoring process.

In terms of motorist overtaking cyclists in between the speed humps, the Highway code states that vehicles are allowed to overtake cyclists on the public highway where it is safe to do so and subject to providing adequate clearance space.

#### 9.2.5 Objection – Alternative speed reducing measures should be considered

Several objectors are of the view that alternative measures should be considered in reducing vehicular speeds along Cranley Gardens, such as introducing a Low Traffic Neighbourhood (LTN), speed cameras and renewing signs/lines etc.

#### Council Response

It should be noted that 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 principle is that the proposed traffic calming measures will slow vehicles down to speeds below or at the limit, and in this way the 20mph limit becomes 'self-enforcing'.

Currently the Council has no mechanism to install speed cameras in the borough without Transport for London's (TfL's) input. TfL has advised that they are currently undergoing a review of their process for assessing speed camera requests. Once this exercise is completed, they will then take on and review new requests. It should also be noted that whilst speed cameras are effective in reducing vehicle speeds, it is only for a particular section of carriageway, after which most drivers accelerate to their normal excessive speed.

The LTN approach adopted at Bounds Green, St Ann's and Bruce Grove/West Green are in the midst of their 18-month trial period and it will not be until towards the end of the current financial year that the Council will reach a decision on whether to revoke, amend or make permanent the associated experimental traffic management orders. Those decisions will inevitably influence whether or not more LTNs are implemented across the borough. So, at this point in time, the Council is unfortunately unable to give any commitment that an LTN will be introduced in the Cranley Gardens area.

#### 9.2.6 Objection – Funding could be utilised on more important issues

Some objectors are of the view that that the funding secured for this scheme should be utilised on more important issues, such as social care.

## Council Response

The proposed speed reduction measures in Cranley Gardens were initiated as a result of concerns raised by the local community specifically about speeding traffic which was then investigated and included as part of the Road Danger Reduction Investment Plan.

The Road Danger Reduction Action Plan and Investment Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.

### 9.2.7 Objection – Parking

The objections received stated that the proposals will lead to reduction in parking on Cranley Gardens.

## Council Response

The introduction of this scheme will result in no parking loss.

### 9.2.8 Objection – Haringey Cycling Campaign (HCC)

The HCC expressed concern that the proposals will be unsafe for cyclists and suggested alternative measures such as renewing the existing road markings, introducing cycle symbols and Vehicle Activated Signs (VAS). It is of the view that these suggestions are more viable and a cost-effective way to improve road safety on Cranley Gardens. In addition, the HCC felt that the consideration of new traffic calming measures on Cranley Gardens is premature, without plans in place for local cycle routes or the Highgate East area.

## Council Response

Vertical deflections in the carriageway such as a speed humps are one of the most effective and reliable speed reduction measures currently available. The type of hump proposed for this scheme is of a sinusoidal profile, which has a gentler than usual incline and usually preferred by cyclists. This type of hump has been used extensively across Haringey and on designated cycle routes, so the introduction of this measure is unlikely to hinder any future cycle route plans.

With regards to HCC's suggestion to renew the existing road markings, as with all schemes introduced on the public highway, officers will be reviewing and renewing road markings where applicable. Moreover, our reactive maintenance team have a rolling programme to refresh road markings around the borough, which are above the set intervention level.

VASs are a low impact traffic calming measure, which are not as affective at reducing vehicular speeds as speed humps. A VAS is an electric sign which displays a message or speed when triggered by vehicles travelling at excessive speed i.e., '20mph' and 'SLOW DOWN'. For further information on VAS's, please refer to the attached Department for Transport - Traffic Advisory Leaflet 1/103. Due to the geometry of Cranley Gardens, speed humps would be more effective at reducing vehicular speeds than VASs.

The LTN approach adopted at Bounds Green, St Ann's and Bruce Grove/West Green are in the midst of their 18-month trial period and it will not be until towards the end of

the current financial year that the Council will reach a decision on whether to revoke, amend or make permanent the associated experimental traffic management orders. Those decisions will inevitably influence whether or not more LTNs are implemented across the borough. So, at this point in time, the Council is unfortunately unable to give any commitment that an LTN will be introduced in the Highgate East area.

#### 9.2.9 Other views - Councillor Pippa Connor

Councillor Pippa Connor requested the following:

- Why has Cranley Gardens been identified for speed reducing measures.
- Can the public and statutory consultation period be extended.
- Council not responding to all residents' enquiries during the consultation period.
- Clarification on the Councils decision-making process once the public and statutory consultation period is completed.

#### Council Response

The proposed speed reduction measures in Cranley Gardens were initiated as a result of concerns raised by the local community specifically about speeding traffic which was then investigated and included as part of the Road Danger Reduction Investment Plan.

The public and statutory consultation period was extended to 5 weeks from the standard 3-week period, in order to take into account, the Christmas period. Therefore, extending the consultation period was not necessary, as sufficient time was provided for the local community to provide their feedback.

During the consultation period, it was not possible for officers to respond to all questions and suggestions received from respondents whilst the consultation exercise was in progress, as no decisions can be made until the council has a clear view of residents' views, objections, and concerns.

As part of the Statutory Consultation process, the Council is required to write a Delegated Authority Report, which includes all objections and the Council response to the objections, along with the Councils recommendation, which is presented to the Head of Highways and Cabinet Member for Tackling Inequality and Resident Services to review and make a decision.

## 10 Contribution to strategic outcomes

- 10.1 The installation of speed reducing measures at this location will support the delivery of the Council's Road Danger Reduction Action Plan action, by reducing vehicular speed, improving road safety. It will also support the delivery of the Councils' wider [Transport Strategy](#), encouraging walking, reducing speed, encouraging cycling as road users will feel more confident and safe.

#### Statutory Officers' comments

## 11 Comments of the Chief Financial Officer

- 11.1 This report seeks the approval for the implementation of the proposed speed reducing measures on Cranley Gardens for a total cost of circa £87,514. The cost of this proposal will be fully met from the Council's capital programme, under capital scheme 302 – Borough Roads.

## 12 Comments of the Head of Legal Services and Governance

- 12.1 The Council has power under the Highways Act 1980 to carry out works for the improvement of highways, and for promoting safety on and around highways. Traffic calming measures involving road hump installation are authorised by sections 90A of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999.
- 12.2 Before installing road humps the Council must consult with the parties described in paragraphs 8.2 and 8.3 above and place/publish notice of the proposal(s) as described in paragraph 8.4 above.
- 12.3 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are sent out in Appendix D to this report and officers' consideration of the same set out in section 9 of this report. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve or further any of the measures in the proposals in light of those representations.
- 12.4 The decision to approve the highway works/alter/implement highway infrastructure and make/vary an order to introduce/relocate a pedestrian crossing can be exercised by Head of Highways and Parking in accordance with the delegation given by Director of Environment & Resident Experience in his scheme of authorisation dated 14 December 2022.

### **13 Equality Comments**

- 13.1 The Council has a public Sector Equality Duty under the Equality Act (2010) to have due regard to the following:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not."

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

The Equality Act (2010) replaced previous anti-discrimination laws and introduced the term 'protected characteristics' to refer to the following nine groups that are protected under the Act:

- Age
- Disability
- Gender Reassignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race
- Religion or Belief
- Sex
- Sexual Orientation

- 13.2 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.



13.3 Having speed reducing features installed will be of benefit to all sections of the community. It will improve the local environment and road safety for all road users particularly vulnerable groups such as children. 'Age' is a protected characteristic, by increasing the safety of children, you will have positive equalities impact. Safe journeys to/from school and cycling will be encouraged with reduction in the number and severity of injuries to road users due to reduction in accident levels.

#### **14 Use of Appendices**

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