

**Report for:** Cabinet Member Signing  
**Title:** Proposed speed reduction measures on Durnsford Road, N11

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**Ward(s) affected:** Alexandra Park and Bounds Green

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

(There is unlikely to be substantial public interest in the decision/the decision will not result in significant social, economic or environmental risk)

**1 Describe the issue under consideration**

- 1.1 To report the feedback to the statutory consultation carried out from 14<sup>th</sup> December 2022 to 18<sup>th</sup> January 2023, on proposals to introduce a 20mph zone on Durnsford Road, between Albert Road and Bounds Green Road, N11.
- 1.2 To request approval to proceed to implementation, after considering objections and officer responses 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 Approves the implementation of the proposed 20mph zone on Durnsford Road between Albert Road and Bounds Green Road and
- 3.2 Approves the raised speed tables along Durnsford Road and
- 3.3 Approves the proposal to raise the existing zebra crossing outside No.57 and to raise the existing zebra crossing near No.147 and to remove the central island/extend zig zag markings, as set out on the plan in Appendix A.

**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**

- To replace the 20mph speed limit with a 20mph zone inclusive of raised speed tables detailed below on Durnsford Road N11 from a point 28 metres south-west of its junction with Bounds Green Road (outside No.8 St Gabriels Court) to its junction with Albert Road.
- Introduce raised speed tables outside the following properties (unless otherwise stated) on Durnsford Road N11; No.2, No.24/23, No.57 (existing zebra crossing will be raised), No.77, No.84/82, adjacent to 1 to 14 Maya Place, No.121/123, No.147 (existing zebra crossing will be raised), adjacent to the grassed area at Durnsford Road/Albert Road junction.

## **6 Alternative options considered**

- 6.1 The Council could replace the 20mph speed limit with a 20mph zone with fewer raised speed tables, but this would be less effective than the comprehensive approach being pursued and so that option has been rejected.

## **7 Background Information**

- 7.1 Haringey Council 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 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 extend the existing 20mph zone to include Durnsford Road. The proposed 20mph zone will be self-enforcing thereby reducing vehicle speeds and improving road safety for all road users.
- 7.3 The total cost of the scheme is £156,225.76 and funding is assigned through the agreed Council capital programme.

## **8 Consultation**

- 8.1 Ward Councillors were informed about the proposals on 5<sup>th</sup> December 2022 and no comments were received.
- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 14<sup>th</sup> 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 at 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**

		Count	%
Support or object to proposed measures	Support	11	41%
	Object	12	44%
	Other view	4	15%
	Total	27	100%

9.2 The Council received 27 responses to the proposals during the statutory consultation period, 11 (41%) in support, 12 (44%) objections and 4 (15%) other comments. Objections have been summarised below together with the Council's response.

### 9.2.1 Objection – Co-ordinated approach required

*'The main problem with traffic on Durnsford Road is that it is so often at a standstill - from at least mid-afternoon till later in the evening every day. When there is less traffic, certainly there is some speeding, but using average speed as a measure is not useful because of the contrasts. We absolutely agree with Cllr Rossetti that a co-ordinated approach needs to be taken rather than implementing piecemeal measures. So many people around here are crying out for 24hr bus lanes - perhaps for use by cyclists as well - this is the main priority. The effects of LTNs in the area on traffic levels also need to be taken into consideration. If the proposed LTN in Alexandra North is implemented - particularly if it includes Alexandra Park Road N22/Palace Gates Road (as we hope it will) - then the considerable volume of traffic travelling through the neighbourhood from Durnsford will be eliminated. Similarly, if the bus gate on Brownlow road proposed by Enfield council is implemented, this will stop the cut-through along this road used by many motor vehicles in order to avoid a corner of the north circular. This would not only reduce the volume of traffic, but, in particular, speeding traffic. We trust that the transport team are being included in these deliberations'.*

### 9.2.2 Council Response

It is acknowledged that some roads are congested at certain times of the day. During the other periods, speeding is prevalent especially in the evening or during the night.

In terms of using 'average speed as a measure', it should be noted that the Department for Transport guidance Circular 01/2013 - 'Setting Local Speed Limits' sets out the framework that highway authorities should follow when reviewing and setting local speed limits. This guidance states average speeds should be used to measure vehicular speeds and 85th percentile speeds if required.

The proposed speed reduction measures in Durnsford Road 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. It should be noted that during the 3 years collision data up to 30/12/21 along Durnsford Road, there were nine recorded personal injury accidents (PIA), eight slight and one serious. Two PIAs involved pedal cyclists and one involved a pedestrian. The proposed scheme will assist in reducing PIA along the road, by improving road safety.

It is noted that a co-ordinated approach is requested for the consideration of bus lanes for the use of cyclists; these will need be considered for inclusion in future works programmes and will be subject to funding availability. At the same time, any changes to vehicle movements on the network (such as future LTNs and/or restrictions) will be taken into account.

It must however be borne in mind that any reduction in the volume of traffic inevitably results in increased vehicle speeds.

### 9.2.3 Objection – Already a 20mph zone

*'The proposal states "Extension of the existing 20mph zone to include Durnsford Road between Albert Road and Bounds Green Road" This is surprising to read because all the evidence suggests that this section of road is ALREADY a 20mph zone! There are several circular "20" speed limit signs as well as road markings painted with large "20" numbers in white lettering. Please can you explain what's going on? What really is being proposed in relation to the speed limit?'*

### 9.2.4 Council Response

There is a significant difference between the characteristics of a 20mph speed limit and a 20mph zone. 20mph limits are areas where the speed limit has been reduced to 20mph but there are no physical measures to regulate vehicle speeds within the area. Drivers are alerted to the speed limit with 20mph speed limit repeater signs. Whilst 20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles on built-up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit and, in this way, the zone becomes 'self-enforcing'.

Durnsford Road (B106) is currently subject to a 20mph limit and is signed accordingly using '20' speed limit signs and '20' roundel road markings. The continuation of the B106 (Albert Road) is subject to a 20mph zone which is signed differently ('20 Zone' signs) and is self-enforced by means of road humps.

Following concerns raised by the local community about speeding traffic, the proposal consists of extending the existing 20mph zone to include Durnsford Road up to Bounds Green Road, which will include the introduction of 10 new road humps, thereby reducing vehicle speeds and improving road safety for all road users.

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.

### 9.2.5 Objection – Not necessary and waste of resources

*'I would like to object to the proposed measures on the following grounds: THIS IS MADNESS! HOW MUCH HAS BEEN SPENT ON THESE PROPOSALS?! 1. Cost. In times of austerity, Haringey should be allocating its budget to more pressing problems, that immediately are affecting lives of residents. 2. Albert and Durnsford roads are almost at a standstill for much of the day since the introduction of Bounds Green LTN. 3. Speed humps damage cars. They actually don't slow speeding motorists. 4. Cameras are more effective in slowing traffic and are a revenue source. PLEASE, ABANDON THIS NOW'.*

### 9.2.6 Council Response

A total budget of £250,000 has been assigned to delivering the Speed Reduction Measures programme which is part of the Road Danger Reduction Action Plan and Investment Plan for 2022-23, which was agreed at Cabinet in March 2022. The budget includes 5 sites including Durnsford Road. To date, only a negligible amount has been spent on officer time, surveys and consultation costs.

The Road Danger Reduction Action Plan and Investment Plan for 2022-23 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.

The proposed speed reduction measures in Durnsford Road were initiated as a result of concerns raised by the local community about speeding traffic, which was then investigated and included as part of the Road Danger Reduction Investment Plan. During the 3 years collision data up to 30/12/21 along Durnsford Road, there were nine recorded personal injury accidents (PIA), eight slight and one serious. Two PIAs involved pedal cyclists and one involved a pedestrian. The proposed scheme will assist in reducing PIA along the road, by improving road safety.

It is acknowledged that some roads are congested at certain times of the day. During the other periods, speeding is prevalent especially in the evening or during the night.

Road humps do not cause damage to vehicles if traversed at appropriate speeds. 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 it is currently undergoing a review of their process for assessing speed camera requests. Once this exercise is completed, it 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.

#### 9.2.7 Objection – Removal of central island on zebra crossing

*'We think there is a problem with the proposal to remove the central island of the zebra crossing by 147 Durnsford Rd. For long periods of the day there is an almost stationary traffic jam going towards Bounds Green Station all the way back to Rhodes Avenue. Drivers going in the opposite direction cannot see whether pedestrians are trying to cross as they are unsighted by stopped vehicles obscuring their view. The central island gives drivers some opportunity to see pedestrians at this point. It also gives pedestrians a chance to pause and look again. We think the central island should remain. Please would you reassess this. There is another dangerous hazard here relating to the O.R. Tambo Recreation Ground gate by this crossing. The gate is obscured by privet hedges and directly in line with the crossing. Park goers sometimes walk straight out of the gate onto the crossing giving drivers during quieter times when there is free flowing traffic almost no time to understand their intention to cross. Please would you consult with the Parks Department to move the position of this gate?'*

#### 9.2.8 Council Response

The proposal to raise the zebra crossing outside no 147 Durnsford Road includes the removal of the narrow pedestrian refuge. The width of the refuge is approximately 1.2m which is not wide enough to accommodate a wheelchair or pram. Unfortunately, the carriageway width would not facilitate a wider refuge as this would then create a dangerous pinch point for cyclists.

The comments regarding the location of the gate to Oliver Tambo Recreation Ground is noted and will be passed to the Parks Service for its information/consideration.

#### 9.2.9 Objection – Holistic approach required

*'I am writing to express our concern over the current proposed speed reduction measures for Durnsford Road. As residents of the road, with young children, we are very keen to see improvements, however we have grave concerns that this proposal is piecemeal, and requires a more holistic approach to truly solve the issues we face on this road on a daily basis. The road is a wide one, and we believe this is a major contributing factor to people driving recklessly on it. Could the introduction of dedicated cycle lanes offer many solutions in terms of offering not only safe passageway for cyclists (as a cyclist I really don't feel safe on this road) but also act as a calming measure for speeding motorists if there is less room for the cars? The introduction of chicanes could also potentially work well to narrow the road, and would also offer the ability to plant trees on the "islands", as greenery also really lacking on the majority of the road. Wightman Road N8, utilises this approach we believe to good effect. We worry about the proposed removal of the island on the zebra crossing also. This is a crossing we use daily with our children on the walk to school and the idea of losing the ability to stop half way on a wide road such as it is feels like it may make it even less safe to cross. By removing the island, again it is going to effectively make the road feel wider to motorists which could encourage further risk manoeuvres by drivers. Lastly, pollution from cars is a huge problem for us, particularly since the introduction of the LTNs. We have bumper to bumper traffic jams often starting in the early afternoon, right the way through to 8pm. I've heard the Enfield Council are keen to shut down Brownlow Road to rat running traffic, and I'd urge Haringey council to do the same for Durnsford Road, limiting traffic to locals and busses only (to note the busses are very often speeding perpetrators - a single decker failed to stop for me on the above mentioned zebra crossing yesterday at an approximate 40+mph, truly astounding). We hope the council will recognise that more aggressive interventions are needed to improve the lives and safety for this part of the Haringey community and look forward to hearing your responses for the concerned residents'.*

#### 9.2.10 Council Response

The proposed speed reduction measures in Durnsford Road 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. It should be noted that during the 3 years collision data up to 30/12/21 along Durnsford Road, there were nine recorded personal injury accidents (PIA), eight slight and one serious. Two involved pedal cyclists and one involved a pedestrian. The proposed scheme will assist in reducing PIA along the road, by improving road safety.

It is noted that a co-ordinated approach is requested for the consideration of dedicated cycle lanes; these will need be considered for inclusion in future works programmes. The proposed raised speed tables will not only reduce vehicle speeds thereby making it safer for cyclists, but the ramps will have a sinusoidal profile which are more comfortable for cyclists. 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.

Chicanes were considered but were ruled out as they result in the loss of parking and are not favourable to cyclists without the provision of cycle bypass lanes, resulting in the further loss of parking. Chicanes are also less effective in reducing vehicle speeds unless there is adequate opposing traffic to prevent this and also vehicles often speed up between each physical feature.

The proposal to raise the zebra crossing outside no 147 Durnsford Road includes the removal of the narrow pedestrian refuge. The width of the refuge is approximately 1.2m which is not wide enough to accommodate a wheelchair or pram. Unfortunately, the carriageway width would not facilitate a wider refuge as this would then create a dangerous pinch point for cyclists.

The issue regarding increased pollution since the introduction of the LTN is noted and will be passed to the appropriate team for information. In terms of the current proposal, the raised tables are spaced in a way to encourage motorists to drive at a constant speed thereby reducing pollution.

Closing Durnsford Road to vehicular traffic (except buses, cycles and local traffic) would need to be considered in future programmes, subject to available funding. Considerable consultation and modelling would also need to be carried out due to the inevitable displacement of traffic onto the surrounding road network.

#### 9.2.11 Objection – Speeds already slow

*'Traffic crawls past here and is often at a standstill for much of the time. Why would you slow the traffic any more? Cars may now just dream of travelling at 20mph. The LTNs in Enfield and Bounds Green have funnelled all the traffic onto Durnsford Road, and the stationary cars emit fumes. You clearly have no knowledge of what is happening in this area when you proposed this measure. Please can you remove the unused DB outside #76 (ish). That would be much more useful than proposing these idiotic outdated measures.'*

#### 9.2.12 Council Response

It is acknowledged that some roads are congested at certain times of the day. During the other periods, speeding is prevalent especially in the evening or during the night.

The issue regarding increased pollution since the introduction of the LTN is noted. Within the N15 postcode, the Council has three passive air quality monitoring locations and a further thirteen monitoring the air quality associated with the Low Traffic Neighbourhoods (LTN). In the Durnsford Road area, air quality has not deteriorated since the introduction of either the LTN or School Street schemes. In terms of the current proposal, the raised tables are spaced in a way to encourage motorists to drive at a constant speed thereby reducing pollution. In terms of the current proposal, the raised tables are spaced in a way to encourage motorists to drive at a constant speed thereby reducing pollution.

The resident's comments regarding the redundant dustbin near no 76 Durnsford Road will be passed to the appropriate team for their information/consideration.

#### 9.2.13 Objection – Proposals do not go far enough

*'While I commend what you plan to do, it really doesn't go far enough. The speeding issues are along that entire stretch of road, from the Maid of Muswell pub to Bounds Green tube, but you are only tackling one stretch of it. Can you please introduce speed reduction measures on the main road section of Albert Road where speeds regularly exceed 20mph. When lorries do this - particularly the ones carrying skips, of which there are many - our houses literally shake. I know the road is slightly raised outside 229 Albert Road, but it is very slight and really doesn't slow cars/lorries down very much at all, unlike the proper raised bumps on Dukes Avenue. Can we have some of those please on Albert Road? My other concern is that your speed reduction measures seem to be entirely self-monitoring, so relying on the good will and compliance of drivers. They currently don't comply with the 20mph speed limit, so I really think you need stronger measures, such as speed cameras, or the flashing speed light (such as the one on The Avenue), in order*

*to protect residents, schoolchildren, park users and pedestrians on Albert and Durnsford Roads. The Avenue is a much quieter road, so I'm not sure how its considering necessary for that road to have one, but not the main road. Also, the signage need to be more prominent, simply painting 20mph on the road isn't working. I also think a cyclist lane would be a good idea and for you to stop the low traffic neighbourhood scheme, which has sadly caused extra traffic and pollution on Albert and Durnsford Roads'.*

#### 9.2.14 Council Response

The proposed speed reduction measures in Durnsford Road were initiated as a result of concerns raised by the local community specifically about speeding traffic which was then investigated, substantiated by speed surveys and included as part of the Road Danger Reduction Investment Plan. During the 3 years collision data up to 30/12/21 along Durnsford Road, there were nine recorded personal injury accidents (PIA), eight slight and one serious. Two PIAs involved pedal cyclists and one involved a pedestrian. This scheme will improve road safety, which will reduce the number of PIA that have occurred along the road.

Albert Road is currently within a 20mph zone which benefits from road humps which are a standard height, but due to being on a bus route, the approach ramps have a shallower gradient. The road humps on Dukes Avenue have a steeper gradient due to it not being on bus route. The issue regarding skip lorries is a common problem, especially unladen skip lorries where the skip itself jumps from the bed of the lorry.

The proposed raised tables in Durnsford Road will have a sinusoidal profile ramp which is cycle friendly whilst very uncomfortable for vehicle occupants if driven over at inappropriate speeds.

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 it is currently undergoing a review of its process for assessing speed camera requests. Once this exercise is completed, it 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.

Flashing speed lights or vehicle activated signs are effective in reminding drivers of the posted speed limit and can be considered in future works programmes, as can the suggested cycle lanes on Durnsford Road.

The issue regarding increased pollution since the introduction of the LTN is noted. Within the N15 postcode, the Council has three passive air quality monitoring locations and a further thirteen monitoring the air quality associated with the Low Traffic Neighbourhoods (LTN). In the Durnsford Road area, air quality has not deteriorated since the introduction of either the LTN or School Street schemes. In terms of the current proposal, the raised tables are spaced in a way to encourage motorists to drive at a constant speed thereby reducing pollution.

#### 9.2.15 Objection – Impact on emergency services and waste of money

*'No need for these measures. It will slow down emergency response vehicles and add to the gridlock resulting from LTNs that were put in against most people's wishes. You should use residents' hard earned money on stuff that is needed. Please stop wasting taxpayers' money'.*

#### 9.2.16 Council Response

The proposed speed reduction measures in Durnsford Road were initiated as a result of concerns raised by the local community specifically about speeding traffic which was then investigated, substantiated by speed surveys and included as part of the Road Danger Reduction Investment Plan. It should be noted that during the 3 years collision data up to 30/12/21 along Durnsford Road, there were nine recorded personal injury accidents (PIA), eight slight and one serious. Two involved pedal cyclists and one involved a pedestrian. The proposed scheme will assist in reducing PIA along the road, by improving road safety.

As part of the statutory consultation, all statutory consultees including the emergency services are consulted and their comments duly considered.

The proposals will not increase congestion or queuing, conversely, they may discourage motorists from using Durnsford Road. The comments regarding the LTNs are noted and will be passed to the appropriate team for their information.

The proposals in Durnsford Road form part of the Speed Reduction Measures programme which is included in the Road Danger Reduction Action Plan and Investment Plan for 2022-23, which was agreed at Cabinet in March 2022.

The Road Danger Reduction Action Plan and Investment Plan for 2022-23 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.

#### 9.2.17 Objection – Impact on pollution

*'I have been living on Albert Rd for many years! Unfortunately since the closure of the side roads leading to Colney Hatch Lane (also from Alexandra Park Road) some years ago our street became a very busy road with traffic jams, especially three times a day.....,morning and afternoon school runs as we have two schools in the area, and evening traffic. Apart from the time lost to reach my home, the dirty air I have to breathe all the time is not good for me, an elderly woman, nor the children in the family. Recently all this has even become worse because of the closure of side streets in Bound Green and Durnsford Rd area. This is not fair for us who live on these roads. The air is unbearable and the traffic is too. I have written many times in the past years concerning this issue but nothing has been done and I do not think anything will be done. Why can we not have a right for clean air and less traffic like the rest of the area? Opening up the side streets will distribute the traffic and dirty air'.*

#### 9.2.18 Council Response

It is acknowledged that some roads are congested at certain times of the day. During the other periods, speeding is prevalent especially in the evening or during the night.

The issue regarding increased pollution since the introduction of the LTN is noted. Within the N15 postcode, the Council has three passive air quality monitoring locations and a further thirteen monitoring the air quality associated with the Low Traffic Neighbourhoods (LTN). In the Durnsford Road area, air quality has not deteriorated since the introduction of either the LTN or School Street schemes.

It should also be noted that as Albert Road and Durnsford Road is a B road, it is designed to connect different areas and to feed traffic between A roads and therefore carries a considerable amount of traffic.

During the other periods, speeding is prevalent especially in the evening and during the night and in terms of the current proposal, the raised tables are spaced in a way to encourage motorists to drive at a constant speed thereby reducing pollution.

#### 9.2.19 Objection – Proposals do not go far enough

*'I wish to object to the speed tables plan. Firstly I am not sure that the average speed is as high as quoted. A lot of the time it is lower. Secondly as a driver of a small economical car abiding by the limit my suspension is gradually being damaged by going over speed bumps in Haringey (not to mention the potholes). Some you can only do at 10mph. However, I think that those who do speed drive larger expensive cars that can cope with such humps - or accelerate and brake between them. So I don't think that such changes will achieve anything. I am in favour of many more of the illuminated signs with radar giving speeds. I hadn't realised that section wasn't 20mph by default, so I have been doing that speed on the whole section to the A406. Also, more buses and bus routes will help and may be cycle lanes (not sure it is a problem). I don't think pollution is a problem in this area. I have been a resident for along time'.*

#### 9.2.20 Council Response

The proposed speed reduction measures in Durnsford Road were initiated as a result of concerns raised by the local community specifically about speeding traffic which was then investigated, substantiated by speed surveys and included as part of the Road Danger Reduction Investment Plan. It should be noted that during the 3 years collision data up to 30/12/21 along Durnsford Road, there were nine recorded personal injury accidents (PIA), eight slight and one serious. Two involved pedal cyclists and one involved a pedestrian.

The average speeds were obtained from the 7-day surveys which were undertaken in 2022. Being a mean speed, there was a wide spectrum of speeds, some of which were below and above this level. Average speeds are used by traffic engineers to determine if speed reduction measures are justified as they provide a summary of the spectrum of vehicle speeds.

Road humps do not cause undue damage to vehicles if traversed at appropriate speeds. 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 proposed raised tables in Durnsford Road will have a sinusoidal profile ramp 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.

Durnsford Road (B106) is currently subject to a 20mph limit, however the proposal includes making it a 20mph zone and introducing associated traffic calming (i.e., an extension of the existing 20mph zone in Albert Road).

The comments regarding additional buses and bus routes will be passed to the Transport Planning Team for its information/consideration. The suggested cycle lanes will need be considered for inclusion in future works programmes.

#### 9.2.21 Objection – Haringey Cycle Campaign (HCC) - Proposals do not go far enough

*'1. From: HCC. Objection to traffic island and other features 2022-T77 - Durnsford Road Will the 10 proposed raised tables be 100mm height and constructed to a true sinusoidal profile? Could the height and proposed details please be provided (as for the Cranley Gardens drawings)? The recent raised table work next to the Oliver Tambo memorial needed remedial work, which is best avoided. The raised tables will make the pinch*

point at the zebra slightly less dangerous, however retaining the island will prevent the introduction of protected cycle lanes, which are very much needed to allow a modal shift and traffic reduction, to follow from the Bowes Park LTN.

2. Additional objection from HCC: "The Walking and Cycling Action Plan, approved in September, proposes a safe cycle network, including Alexandra Park Rd, Albert Rd and Durnsford Road. In view of Council policy on LTN and WCAP implementation and in view of the increasing bike rider casualties, HCC suggests there should NOT be further traffic calming measures on Durnsford Road for the present and that the planned road safety investment should instead be made in protected cycle lanes. There is ample space on Durnsford Road at the East side for a two-way protected cycle track, or possibly for with-flow cycle tracks. Provision such as this, complying with LTN1/20, would be a real contribution to road safety and could in time be extended to the full length of the route. Combined with the low traffic roads provided by present and future LTN's it will become safe to cycle to schools and local shops. It should be noted one of the cycle casualties in 2016, at Albert Rd, involved serious injury to a school student, on the way to school (apparently a "hit and run" incident). It is not surprising that very few students cycle to school. While supporting traffic calming measures in principle, we consider the schemes will, as presently designed, prejudice the implementation of the Walking and Cycling Action Plan adopted by the Council in September this year'.

### 9.2.22 Council Response

The proposed 10 raised tables will be 75mm (subject to tolerance) in height with sinusoidal ramps. The raised tables and more specifically the associated sinusoidal ramps will be constructed in accordance with specification supplied to the contractor. A specialist surfacing sub-contractor will be selected to ensure the ramp profiles are constructed correctly.

It is proposed to maintain the existing pedestrian island near Woodfield Way and whilst the available carriageway widths would not allow for a protected cycle lane, the existing lane widths of approx. 4.1m do meet the recommendations set out with The Design of Pedestrian Crossings (LTN 2/95). Furthermore, adjustments to the existing road layout will be made at the time when a protected cycle lane is being progressed.

Support for traffic calming measures in principle is noted, however it is acknowledged that the HCC consider that traffic calming measures will prejudice the Council policy on LTNs and WCAP. The proposed speed reduction measures in Durnsford Road 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. Whilst the proposed measures improve road safety for all road users, including that of cyclists, it is noted that a co-ordinated approach is requested for the consideration of protected cycle lanes, however, this will need be considered for inclusion in future works programmes.

## 10 Contribution to strategic outcomes

- 10.1 The implementation of the 20mph zone and associated traffic calming measures in Durnsford Road will support the delivery of the Council's Road Danger Reduction Action Plan and Investment Plan by addressing 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 the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists. It will also support the delivery of the Council's wider [Transport Strategy](#), by encouraging cycling, walking and making the network safer.

- 10.2 The work also supports the **Responding to the Climate Emergency** Theme in the Corporate Delivery Plan, particularly the high-level outcome of '**A Just Transition**'. The provision of the new zebra crossing forms part of the actions needed to achieve '*reduced casualties and safer road network in Haringey.*'

### **Statutory Officers' comments**

#### **11 Comments of the Chief Financial Officer**

- 11.1 This report seeks the approval for the implementation of the proposed 20mph zone on Durnsford Road, between Albert Road and Bounds Green Road, N11 for a total cost of £156,225.76. The cost of this proposal will be fully met from the Council's capital programme, under capital scheme number 302 – Borough Roads.

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

- 12.1 The Council has power to:

- 1 Alter pedestrian crossings under Section 23 of the Road Traffic Regulation Act 1984 in accordance with the Pelican Pedestrian Crossings Regulations and General Directions 1987;
- 2 Introduce raised tables under section 90A of the Highways Act 1980 in accordance with the Highways (Road Humps) Regulations 1999;
- 3 Provide raised paving under section 66 of the Highways Act 1980; and
- 4 Vary an order restricting speed limits under sections 84 and 124 of the Road Traffic Regulation Act 1984.

- 12.2 Before altering a pedestrian crossing/constructing a raised table/varying an order restricting speed limits, the Council must consult with the parties described in paragraph 8.4 above and place/publish notice of the proposal(s) as described in paragraph 8.3.

- 12.3 Where damage is sustained by the execution of works under section 66 of the Highways Act, compensation shall be payable by the Council.

- 12.4 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.

- 12.5 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.

- 12.6 The factors which have pointed in favour of making the restrictions on the movement of traffic in the proposed 20 mph zone have included the objective of securing the safe movement of pedestrians and cycle traffic.

- 12.7 The decision to approve the highway works/altering/implementing highway infrastructure/varying an order restricting speed limits to introduce the 20mph zone can be exercised by the Head of Highways and Parking in accordance with the delegation given by the Director of the Environment and Resident Experience in the scheme of authorisation dated 14 December 2021.

### **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.”

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 By raising the two existing zebra crossings and the introduction of additional traffic calming measures, this allows greater accessibility and safety of those in wheelchairs, and/or with buggies, thereby advancing equality of opportunity for groups with protected characteristics such as disability as well as pregnancy and maternity.

### **14 Use of Appendices**

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