

**Report for:** Cabinet Member for Tackling Inequality and Resident Services

**Title:** Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road.

**Report authorised by:** Barry Francis, Director of Environment and Resident Experience

**Lead Officer:** Danny Gayle, Traffic Engineering Manager  
Yomi Komolafe, Project Engineer

**Ward(s) affected:** Highgate and Crouch End

**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 public and statutory consultation carried out from 14 December 2022 to 18 January 2023, on proposals to introduce speed reducing measures on Shepherds Hill N6 and Wolseley Road N8.

1.2 To request approval to proceed to implementation, 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

Gives approval to the implementation of the proposed speed reducing measures on Shepherds Hill and Wolseley Road, as set out on the two plans in Appendices B and C, except that the refuge island shown outside numbers 57 – 59 Shepherds Hill in the original scheme proposals shall not be installed.

**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 are aimed at improving road safety for all road users.

**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):

<b>Road</b>	<b>Locations</b>
Wolseley Road N6	No.16, in between flats 33 to 44 and 30 to 32, No.56, No.29, No.28, No.14, No.6
Shepherds Hill N6	Outside Goldsmiths Court, No.5, No.11, No.19, No.14, No.20, No.28, No.34, No.59, No.48, No.56, No.62, No.68, No.80, No.74

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

## **6 Alternative options considered**

6.1 None.

## **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 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.

7.3 Following requests from the local community, as part of this year's Road Danger Reduction Investment Plan, the Council consulted on a proposal to introduce speed reducing measures on Shepherds Hill and Wolseley Road, as set out in the letter in Appendix A and on the plans in Appendices B and C, and detailed below:

- Provision of new speed humps on Shepherds Hill and Wolseley Road, including associated road markings.
- Provision of a new refuge island outside no. 57/59 Shepherds Hill.
- Provision of new 20mph roundels, slow markings and cycle logos marking in various locations.

7.4 Officers investigated the collision data for the 3 years up to 1<sup>st</sup> December 2022 along Shepherds Hill and Wolseley Road and can confirm that there were 10 recorded personal injury accidents (PIAs) - 9 slight and 1 serious. Five of the PIAs involved pedestrians. The proposed scheme will assist in reducing PIAs along the road, by introducing speed reducing measures, thus improving road safety.

7.5 A speed survey was conducted on Shepherds Hill between Goldsmith Court and Coolhurst Road over a 7-day period in September 2022. The westbound average speed was 18.3mph and the eastbound average speed was 20.7mph.

7.6 The total cost of the scheme is £104k, and funding is assigned through the agreed capital programme.

## **8 Consultation**

8.1 Ward Councillors were informed about proposals on 5<sup>th</sup> December 2022. Councillor Luke Cawley-Harrison welcomed the proposals. However, Councillor Lester Buxton raised some objections. These are detailed in section 9.2.8.

- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 15<sup>th</sup> December 2022. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix D.
- 8.3 A copy of the notification document was also sent to Highgate Wood School, as Shepherds Hill and Wolseley Road, are in close proximity to the school. The Headteacher of Highgate Wood School welcomes the scheme, as it will improve road safety for school children travelling to and from school.
- 8.4 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 E.
- 8.5 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 below was extracted, can be found in Appendix F.

**Table 1 – Public and Statutory Consultation Analysis**

Scheme	Response	Count	%
Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road	Support	41	51%
	Objection	33	40%
	Other views	7	9%
	<b>Total:</b>	<b>81</b>	<b>100%</b>

- 9.2 The Council received 81 responses during the public and statutory consultation period, 41 (51%) in support, 33 (40%) who objected and 7 (9%) who had other views on the proposal. Objections have been summarised below together with an officer response.
- 9.2.1 Objection – Proposed refuge island outside no. 57 – 59 Shepherds Hill

Several objections were received, stating that the above proposed refuge island location will impede access to the driveways of the flats on either side of the road, it will also make accessing the off-street parking at Fitzroy Court very difficult. There are also multiple school coaches that pickup/drop off children at the above location, which will no longer be possible, should this refuge island be introduced.

### Officer response

As part of the design process, a swept-path analysis was conducted to ensure that the proposed refuge island will not impede access to frontages. However, after carefully considering the views of the local community, officers recommend omitting this refuge island from the final proposal.

### 9.2.2 Objection - The humps will cause pollution, vibration and noise issues

The Council received a large number of 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.

#### Officer 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 Carbon Management 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 cause discomfort to road users

Several objections were concerning the proposed humps causing discomfort to vulnerable road users and can also causing 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.

#### Officer response

Road humps do not cause undue damage to vehicles, injure motorists or cause discomfort for vulnerable road users 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 proposed humps will have a sinusoidal profile ramp which is cycle friendly and also 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.

### 9.2.4 Objection – The proposed measures will introduce other problems

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 Shepherds Hill and Wolseley Road leading to vehicles, using surrounding roads as a short cut.

#### Officer 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.

#### 9.2.5 Objection – Request for alternative traffic calming measures

Some objectors are of the view that alternative traffic calming measures should be considered in reducing vehicle speed in Shepherd Hill and Wolseley Road, as opposed to speed humps.

Several suggestions were made, including installing speed cameras, raising the roundabout at the junction of Shepherds Hill/Stanhope Road, introducing additional formal crossing points along the road and renewing signs/lines etc.

#### Officer response

Over the years, Haringey Council has received several requests from residents and Ward Councillors for the introduction of speed reducing measure on Shepherds Hill and Wolseley Road.

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 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.

Feedback to raise the roundabout at the junction of Shepherds Hill/Stanhope Road and introduce additional formal crossing points along the road, have duly been noted and will be considered for inclusion in future works programmes. Signs and lines will be renewed as part of the scheme if approved for implementation; alternatively, our reactive maintenance team can review/renew.

#### 9.2.6 Objection – Parking

Objections were received stating that the proposed scheme will lead to a reduction in parking on Shepherds Hill and Wolseley Road.

Officer response

No parking spaces will be removed as part of this scheme.

#### 9.2.7 Objection – 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 (VASs). It is of the view that these suggestions will be more viable and a cost-effective way to improve road safety on Shepherds Hill and Wolseley Road. It was further suggested that, since Shepherds Hill and Wolseley Road will be within the Crouch Hill West Low Traffic Neighbourhood (LTN), any measures should be considered concurrently with LTN implementation.

Officer 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 London.

With regards to HCC's suggestion to renew the existing road markings, this has been forwarded to our reactive maintenance team, who have a rolling programme to refresh any road markings which are above the set intervention levels, to inspect/action accordingly. HCC further suggested the proposals will be unsafe for cyclists however the design has been developed with overall safety for all considered including cyclists. The proposal was developed in accordance with LTN 1/20, following the core principles and ensuring coherence, comfortability and directness therefore can be considered a safe route for cyclists.

The viability of introducing VASs along this corridor were explored, however, were ruled out as they are a low impact traffic calming measure, which are not as effective 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 VASs, please refer to the attached Department for Transport - Traffic Advisory Leaflet 1/103.

With regards to LTNs, the Council's [Walking and Cycling Action Plan](#) sets out a borough-wide framework to deliver up to 22 LTNs, subject to engagement with residents and businesses and funding. At the current time, the Council is focused on ensuring the success of the 3 trial LTNs currently in force. The Council is unfortunately unable to provide further detail on delivery timescales of any other LTN at this time.

#### 9.2.8 Objection - Councillor Lester Buxton

Councillor Lester Buxton raised a concern on behalf of his constituents that the proposed refuge island outside no. 57 – 59 Shepherds Hill, will impede access to the driveways of the flats on either side of the road.

The Councillor was also of the view that the proposed measures were being rushed through, as they are being consulted upon during the Christmas break.

Officer response

As part of the design process, a swept-path analysis was conducted to ensure that the proposed refuge island will not impede access to frontages. However, after carefully considering the views of the local community, officers recommend omitting this refuge island from the final proposal.

The statutory consultation process normally runs for three weeks but, given the Christmas holiday period, it was extended to run for five weeks.

## **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 Council's 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 Shepherds Hill and Wolseley Road for a total cost of circa £104k. The cost of this proposal will be fully met from the Council's capital programme under capital scheme 338 - Road Casualty Reduction.

## **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 such as road hump installation are authorised by sections 90A – 90B of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999.
- 12.2 It shall be the duty of a local traffic authority to execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with the establishment, alteration or removal of crossings in accordance with regulations having effect under section 25 of the Road Traffic Regulation Act 1984, or in connection with the indication of crossings in accordance with such regulations.
- 12.3 Section 66 of the Highways Act permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway.
- 12.4 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public.
- 12.5 For the most part, the measures proposed can only be implemented after a statutory consultation process and after proper and meaningful consideration of any formal representations. The report sets out the effect of the representations received, Appendix D setting out the detail of those representations. Officer views are included in the report but Members must exercise a judgment as to how much weight each representation should carry and whether or not to approve or further any measure in the light of those representations.
- 12.6 What is being proposed and recommended within this report is in accordance with the law, as set out in this section.

## **13 Equality Comments**

- 13.1 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, it 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 – Public and Statutory consultation letter
- Appendix B – Public and Statutory consultation plan -Shepherd's Hill
- Appendix C – Public and Statutory consultation plan -Wolseley Road
- Appendix D – Consultation boundary
- Appendix E – Legal notice
- Appendix F – Full consultation report