

Report for: Director for Environment following consultation with the Cabinet Member for Climate Action and Transport

Title: Proposed speed reduction measures on Westbury Avenue N22

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Ward(s) affected: Noel Park and West Green Ward

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

1 Describe the issue under consideration

- 1.1 To determine if the proposed speed reduction measures on Westbury Avenue N22, should proceed to statutory consultation, following an informal public consultation exercise.
- 1.2 To request that all feedback including objections received as part of the informal consultation and officer's views regarding those objections be considered and approval be given to proceed to statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

The Director for Environment following consultation with the Cabinet Member for Climate Action and Transport is asked to:

- 3.1 Consider all feedback received regarding the informal public consultation carried out from 12 February to 06 March 2026 set out in Appendix D, on the proposals outlined in Appendix A and Appendix B, together with officers' views regarding that feedback set out in paragraph 8.2 of this report.
- 3.2 Approve the undertaking of a statutory consultation, as set out on the plan in Appendix B.

4 Reasons for decision

- 4.1 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety and carry out studies into accidents arising out of the use of vehicles and must in the light of those studies, take such measures to prevent such accidents. The proposals consulted upon will help reduce vehicle speeds and improve road safety for all road users, which will assist in reducing personal injury collisions.

- 4.2 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason.
- 4.3 The decision will also not result in significant impact on communities living or working in the Noel Park and West Green wards, in particular, it will not result in substantial public interest/significant social, economic or environmental risk and so is not a key decision for these reasons too.

5 Alternative options considered

- 5.1 Do nothing. This option was not progressed as road safety at this location would not be addressed.

6 Background Information

- 6.1 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 improve the environment for all road users.
- 6.2 The Road Danger Reduction Programme 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.
- 6.3 The Council, as the local highway authority, has a statutory responsibility under Section 39 of the Road Traffic Act 1988 to promote road safety and take appropriate measures to prevent and reduce road traffic accidents.
- 6.4 Over the years, the Council has received reports of motorists losing control whilst driving at excessive speeds resulting in them striking residential properties on Westbury Avenue. The most recent incident occurred on 16 October 2025, when a vehicle lost control, overturned and crashed into the wall of 182 Westbury Avenue. Following this horrific collision and as per the request of the local community, an evening site meeting was held on 27 November 2025 with Councillors, Council officers, the police and approximately 15 Westbury Avenue residents. The purpose of the meeting was to understand the road safety issues being experienced by residents and to discuss possible mitigation measures.
- 6.5 In response to the feedback provided by residents, a suitable scheme was designed by council officers in collaboration with resident representatives and was subsequently presented to Westbury Avenue residents representatives in January 2026, where it was received favourably.
- 6.6 As part of the development of the scheme, a 7-day speed survey was carried out from 3 December 2025 on Westbury Avenue, south of Mark Road N22. The survey results showed that 47% of southbound motorists and 43% of northbound motorists were travelling above the 20mph speed limit.
- 6.7 Officers also examined the most recent 36-month period of recorded collision data for Westbury Avenue, covering the section between Willingdon Road and Mark Road (01/04/2021–31/03/2024). Within this timeframe, three Personal Injury Collisions (PICs) were recorded: two categorised as slight and one classified as serious.

- 6.8 As part of the Road Danger Reduction Programme, the Council is proposing to introduce speed-reducing measures and a zebra crossing on Westbury Avenue between Willingdon Road and Mark Road, as detailed on the plan in Appendix B. The proposals include the following:
- Introduce a raised zebra crossing on Westbury Avenue, between Mark Road and Crawley Road, including associated lighting equipment and road markings.
 - Introduce a speed hump outside 103/105 Westbury Avenue.
 - Provide buff coloured high skid resistant surface treatment, on the approach to the zebra crossing.
 - Provide 'Bend Ahead' warning signage.
 - Remove traffic island outside 166 Westbury Avenue.
 - Relocate traffic island from outside 160 to near 162 Westbury Avenue.
- 6.9 The proposed speed tables will comply with the Highways (Road Humps) Regulations 1999, which specify permissible heights between 25mm and 100mm. It is proposed that the tables are constructed to the Council's standard height of 75mm.
- 6.10 These measures are designed to reduce vehicle speeds, strengthen pedestrian accessibility, and enhance overall road safety for all users.
- 6.11 The proposed zebra crossing will provide a clearly defined crossing point and will give pedestrians the right of way over traffic, enabling them to cross the road safely, which will assist in reducing the number of PIC's.
- 6.12 The total cost of the scheme is approximately £87k, which will be funded via the Strategic Community Infrastructure Levy (SCIL) settlement. It may be helpful to explain that the SCIL is derived from contributions from developers to support the delivery of local infrastructure and development for the benefit of residents and businesses in the borough.
- 6.13 Officers believe that the proposals will secure the convenient movement of vehicles and pedestrians along the Council's road network and importantly improve the safety of persons using the road network and public service vehicles whilst also securing the expeditious movement of traffic on the road network.

7 Consultation

- 7.1 Ward Councillors were informed about the proposals on 20 January 2026.
- 7.2 Public consultation documents were distributed to properties in the vicinity of the proposals on 9 February 2026. A copy of the public consultation document is attached as Appendix A together with the consultation plan as Appendix B; and a copy of the consultation boundary can be found in Appendix C.
- 7.3 The public consultation documents were also uploaded on the Council's website.

8 Responses to Consultation

- 8.1 The full consultation report from which table 1 was extracted, is attached as Appendix D.

Table 1 – Public Consultation Analysis

		Count	%
Support or Object	Support	16	73%
	Object	1	5%
	Other	5	23%
	Total	22	100%

- 8.2 The Council received 22 responses during the public consultation period, 16 (73%) in support, 1 (5%) in objection and 5 (23%) who had other views on the proposal. Objections have been summarised below, together with officers recommended response.

8.2.1 Objection

a) – Safety Concern about placing a Zebra Crossing After a Blind Bend

An objection has been received that the proposed raised zebra crossing is located immediately after a blind bend on Westbury Avenue, where vehicles, including heavy goods vehicles, often exceed the 20mph speed limit despite existing traffic-calming measures. Due to limited driver visibility and reduced reaction time at this point, the location is considered unsafe for pedestrians.

A safer alternative would be further along Westbury Avenue, where traffic naturally slows after the bend, or outside 62 Boreham Road, where a dropped kerb already supports an established pedestrian crossing desire line and an existing speed hump could be incorporated into the design. No safety assessment or evidence has been presented to justify the current proposed location.

Although an additional speed hump outside 132–134 Westbury Avenue is welcomed, it does not address the fundamental safety issue of placing a crossing directly after a blind bend. Council data indicates that a high proportion of drivers continue to exceed the speed limit in this area. It is therefore recommended that the Council re-evaluate the crossing location, taking into account driver behaviour, sightlines, pedestrian use, and potential structural impacts on nearby properties.

Council Response

Following the site meeting stated in 6.4 above, several residents expressed a preference for the installation of a zebra crossing to be sited near the entrance to Russell Park and the adjacent nursery at 115 Westbury Avenue. The proposed location has therefore been selected as it is situated in close proximity to the areas identified by residents, whilst also offering clear and unobstructed visibility for both pedestrians and approaching drivers, including those negotiating the bend. Positioning the crossing outside the zone of restricted sightlines ensures that pedestrians are visible at an early stage, thereby improving driver awareness and facilitating safer reaction times.

The proposed zebra crossing will be constructed as a raised feature, providing additional safety and accessibility benefits. The elevated platform naturally contributes to reducing vehicle speeds and enhancing intervisibility between pedestrians and drivers. It also delivers a level surface that improves accessibility for wheelchair users, individuals with mobility impairments, and those using prams. In combination with a sequence of vertical deflections along the carriageway, these measures will ensure that drivers approach the raised crossing at moderated speeds, thereby creating a safer and more controlled pedestrian environment.

A Road Safety Audit (RSA) will be undertaken as part of the proposed scheme. An RSA is an independent, systematic and formal assessment carried out by a qualified audit team to identify potential road safety issues within a proposed or existing highway

layout. Its purpose is to ensure that any features which may pose a risk to road users, particularly vulnerable groups such as pedestrians, cyclists and mobility-impaired individuals are identified at an early stage, before the scheme is implemented. Any recommendations or concerns raised through the RSA process will be fully considered by the Council and appropriate actions will be taken to ensure that the final design delivers the highest achievable safety standards.

b) - Structural Impact Concerns for Nos. 123–145 Westbury Avenue

I am also concerned about the structural impact that a raised crossing could have on properties between 123 and 145 Westbury Avenue. Around 2012, the Council was required to undertake remedial works on this section of the road due to excessive vibrations affecting nearby homes, caused by heavy vehicles passing over uneven road surfaces. The proposed raised zebra crossing outside 131–133 Westbury Avenue risks reintroducing these issues. No information has been provided within the consultation materials regarding vibration assessments, predicted structural impact, or mitigation measures. Given the history of structural concerns on this stretch of road, it is essential that these factors are properly assessed and shared with affected residents before any decision is made.

Council Response

We are committed to ensuring that any measures introduced achieve an appropriate balance between improving road safety and safeguarding residential amenity.

When assessing the suitability of road humps, the Council draws on evidence provided by the Department for Transport (DfT). This includes research commissioned from the Transport Research Laboratory (TRL), which undertook track-based trials to evaluate the ground-borne vibrations generated when vehicles repeatedly travel over road humps (LTN 1/07 – March 2007). The findings informed recommended minimum distances between road humps and residential properties, taking into account different soil conditions.

The study concluded that even minor hairline cracking would not be expected unless road humps were positioned closer than 2 metres from a dwelling constructed on London Clay. The proposed hump/speed table will comply with these recommendations and will be placed more than 2 metres from the dwellings at numbers 123–145 Westbury Avenue.

In addition, the proposed humps feature a sinusoidal ramp profile, which provides a shallower and more gradual incline. This design reduces noise and vibration impacts while still effectively lowering vehicle speeds. Sinusoidal profiles are also recognised as being more comfortable for cyclists.

- 8.3 The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 (RTA) to (in summary) secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable and under section 16 of the Traffic Management Act 2004 to secure the “expeditious movement of traffic” on the road network including pedestrians and cyclists as well as vehicular traffic.

Officers consider that the factors which have pointed in favour of implementing the proposed speed hump and raised zebra crossing include:

- The opportunity for pedestrians to safely cross busy Westbury Avenue, near the Russell Park entrance.
- The safe and convenient movement of pedestrians on the Council's road network including children travelling to and from nearby schools.
- not restricting the passage of public service vehicles.
- Introducing measures to moderate vehicular speeds.

8.4 The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to interfere with these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) accord with the law as the Council is permitted under the RTRA to restrict or regulate traffic, pursue the legitimate aim of securing the expeditious, convenient and safe movement of vehicular and pedestrian traffic which the proposed measures will achieve by improving the safety of persons using the road network and is therefore considered proportionate.

9 **Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes**

9.1 The installation of speed reducing measures and a zebra crossing on Westbury Avenue will support the delivery of the Council's Road Danger Reduction Action Plan, by reducing vehicular speed, improving pedestrian accessibility and 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.

Theme 1: Resident experience and enabling success

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

Theme 3: Safer Haringey

- Improved road safety for all road users
- Improved pedestrian accessibility

10 **Carbon and Climate Change**

10.1 The scheme will help contribute positively to carbon emission reduction and mitigate climate change in the following ways:

10.1.1 Improving road safety: Improving road safety through reduction in motor vehicle speeds. This will reduce greenhouse gas emissions.

10.1.2 Reducing motor vehicle speeds: This may encourage switch to other active modes as the journeys undertaken by motor vehicle might increase for those not adhering to the speed limit.

Statutory Officers' comments

11 Comments of the Chief Financial Officer

- 11.1 This report seeks the approval to proceed to statutory consultation. The total cost of the scheme is circa £87k, which will be funded via funds set aside for road safety under Strategic Community Infrastructure Levy (SCIL) settlement.

12 Comments of the Director of Legal and Governance

- 12.1 Section 39 of Road Traffic Act 1988 requires a local authority to “take such measures as appear to the authority to be appropriate to prevent traffic accidents, which it provides in section 6 of this report the proposed speed reduction measures described in paragraph 6.8 will do.
- 12.2 The installation of speed reduction measures on a highway maintainable at public expense are authorised by section 90A of the Highways Act 1980 if the road humps must comply with the requirements set out in the Highways (Road Humps) Regulations 1999, which the road humps and pedestrian crossing shown on appendix B attached to this report it is stated in paragraph 6.9 comply with.
- 12.3 Installing pedestrian (zebra) crossings are authorised under section 23 of the Road Traffic Regulation Act 1984 and varying no parking restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 12.4 When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, 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 8.2 of this report which must be taken into account before the decision whether to proceed to statutory consultation is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 12.5 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 12.6 The factors which have pointed in favour of installing road humps and a zebra crossing when considering the duties under section 122 duty of the Road Traffic Regulation Act 1984 and section 16 of the Traffic Management Act 2004 are set out in paragraph 8.4 of this report.
- 12.7 The impact of the decision to install road humps and a pedestrian crossing on persons' human rights is considered to be proportionate as set out in paragraph 8.4 of this report and therefore lawful.
- 12.8 The decision to approve the undertaking of a public consultation on the proposal to road humps and a zebra crossing is an executive decision that can be exercised by the Head of Highways and Parking in accordance with the Council's Constitution and delegation given by the Director of Environment and Resident Experience in this scheme of delegation dated 14 October 2024 and e-mail dated 22 July 2025.

13 Equality Comments

13.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
- Advance equality of opportunity between people who share protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

13.2.1 The decision outlined in this report is to approve the proposed speed reduction measures on Westbury Avenue, as outlined in appendix B to be progressed to statutory consultation.

13.2.2 The proposed speed reduction measures and a raised zebra crossing offers several key benefits for disabled residents, including the following:

- Easier access: The raised table provides a level, step-free crossing, helping wheelchair users, mobility-impaired residents and people with walking aids.
- Safer crossing: Slower vehicle speeds give disabled pedestrians more time to cross and reduce risk.
- Better visibility: Pedestrians are more visible to drivers, supporting those with visual or cognitive impairments.
- More predictable environment: Clear tactile paving and a defined crossing point help residents who rely on consistent layouts.
- Reduced trip hazards: A level surface benefits people with balance difficulties or limited stability.

13.2.3 A public consultation opened on 12 February 2026, with relevant documents (see Appendices A and B) distributed to all households and businesses within the vicinity of the proposals.

- Of the twenty-two consultation responses received, sixteen expressed support for the proposals, one raised an objection and five provided other comments.
- The single objection received did not relate to any potential impacts of the proposed traffic-calming measures on individuals or groups with protected characteristics.
- Similarly, the sixteen responses in support, along with the five additional comments, did not raise any issues concerning potential impacts on protected characteristics arising from the proposed scheme. However, feedback from some respondents in support of the scheme stated that the measures are welcome, stating that the road 'is terribly dangerous, particularly for children', whilst another

respondent stated 'I have 2 young children, and we cross it twice a day. It feels very dangerous'.

13.2.4 Due consideration has been given to the impacts the decision will have on groups with protected characteristics:

- **Age:** The decision will have a positive impact on the road safety of certain age groups, namely children and the elderly, by reducing traffic speeds. For the 10.1% of Noel Park and 11.4% of West Green residents who are aged 65+ (Haringey Ward Profiles, 2024), this will reduce the likelihood of their potentially slower mobility preventing them from crossing the road safely. Likewise, by ensuring that drivers slow down, children are at less risk of harm if they step out into the road unsupervised.
- **Disability:** The traffic calming measures proposed in this report could benefit the 8.1% of Noel Park and 6.4% of West Green residents who are disabled (Haringey Ward Profiles, 2024), particularly those in wheelchairs. This is because the risk of a traffic accident causing physical harm is dramatically reduced when vehicle speeds are lower.
- **Sex:** On average, women spend a higher proportion of their time caregiving to children than men (ONS Census, 2021). Therefore, the positive effect of the speed reduction on children's road safety will have positive implications for women who are more likely to be accompanying them in public spaces.
- For other groups with protected characteristics, this decision will have a neutral impact.

14 Use of Appendices

- Appendix A – Public consultation letter
- Appendix B – Public consultation plan
- Appendix C – Consultation Boundary
- Appendix D – Full consultation report

15 Background Papers

- None