

Consultation Analysis Final 13 March 2026

Public Consultation: 12 February – 6 March 2026

Speed reduction measures on Westbury Avenue N22

Summary of proposed measures:

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 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.

ANALYSIS

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

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Comments – by Road

Road	Support or Object	Comments
Westbury Ave.	Support	I support this proposal as traffic speeds around the bend on Westbury Avenue and should the vehicle lose control, the danger to property and residents could be significant. Also, the buses and larger vehicles often speed around the bend which causes my house to shake. This can be felt throughout the property including at the back. Please take as severe steps as you need to when taking action here. This has been an extremely dangerous part of the road to live on since we moved here in 2013. There are many children who live here and so far, everyone has been extremely lucky that nothing more serious has happened. I would very much support the installation of speed cameras here also.
Westbury Ave.	Support	I'm very happy with all the suggestions. This is fantastic news. As a local resident and property owner directly affected by the proposed traffic calming measures, I would be grateful if you could provide further detail regarding their planned placement.
Westbury Ave.	Support	In particular, could you please share any supporting evidence on which these proposals are based, including traffic flow data, vehicle speed monitoring results, road safety assessments, or collision reports that informed the decision to introduce these measures?
Westbury Ave.	Other	Thanks for listening to us.
Westbury Ave.	Support	Much needed improvements - especially the skid-resistant surface treatment. The sooner these measures are in place, the safer we will all feel.
Westbury Ave.	Support	While I support the proposed measures, I would like them to be carried out carefully so as to avoid any increase in the shaking and vibration of the road under heavy traffic and HGVs. This issue has been a problem in the past as buildings have been shaking excessively.
Westbury Ave.	Support	

Westbury
Ave.

Object

While I am fully supportive of measures designed to reduce vehicle speeds and improve pedestrian safety on Westbury Avenue, I have significant concerns about the proposed location as shown on the consultation map.

1. Safety Concerns Regarding Placement After a Blind Bend The proposed crossing is situated immediately after a blind bend for traffic travelling from Turnpike Lane. Vehicles, particularly cars and heavy goods vehicles, continue to travel well above 20 mph along this section despite existing traffic-calming measures. Introducing a pedestrian crossing immediately following a blind bend does not, in my view, provide a safe environment for pedestrians, as drivers have reduced visibility and limited reaction time. A far safer location would be further along Westbury Avenue, where traffic naturally slows after negotiating the bend and approaching the end of the road. An alternative and more suitable site is outside 62 Boreham Road, where a dropped kerb already exists and where pedestrians already commonly cross onto the wide verge between Boreham Road and Westbury Avenue. There is also an existing raised speed hump nearby which could form part of the new crossing. This location offers both improved visibility and a demonstrated pedestrian desire line. At present, no safety assessment or evidence has been provided to justify the proposed placement, beyond the statement that it is preferred by some local residents. A decision of this nature should be supported by clear safety data.

2. Concerns About Structural Impact on Properties (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.

3. Need for Further Consideration of a Suitable Location While the inclusion of an additional speed hump outside 132–134 Westbury Avenue is welcome and may help reduce vehicle speeds, it does not resolve the underlying issue of placing a pedestrian crossing directly after a blind bend. Recent Council data confirms that a significant proportion of vehicles still exceed the speed limit along this section. For this reason, the proposed location does not align with safety best practice. I ask that the Council give further consideration to

		relocating the crossing to a safer point along Westbury Avenue, one that accounts for existing driver behaviour, sight lines, pedestrian use, and the potential structural impact on nearby properties.
Westbury Ave.	Other	I generally agree with the proposals but would ask that precautions be taken to avoid excessive vibration and shaking especially by HGVs. This has been an ongoing problem
Westbury Ave.	Support	
Boundary Rd.	Support	As well as the proposed speed reduction measures; additional speed humps from the Turnpike Lane end of Westbury Ave would also be useful. It would further discourage the speeding which frequently occurs.
Boundary Rd.	Other	The triangle at the Boreham road split off would benefit from also being made into some sort of pedestrian priority crossing. Cars speed down the opening stretch of Westbury Avenue. More importantly the triangle is well used by pedestrians but there is no official crossing there. The triangle itself didn't have a drop curb on the side facing Westbury Avenue, this means crossing with a buggy can be dangerous as you have to slow right down on the road or walk around on the road. Is there a reason why the proposed hump can't be moved closer to the bend in the road? The turn is a blind one and cars speed along that bit too.
Boundary Rd.	Support	Very good idea, a crossing is very much needed here
Boundary Rd.	Support	Also have zebra crossing end of Westbury Ave / Lordship Lane, please.
Boundary Rd.	Support	These changes are much needed. Even after the change to 20mph, vehicles still speed down this road and quite a few take the corner opposite Crawley Road without slowing down at all. I have 2 young children and we cross it twice a day. It feels very dangerous
Boreham Rd.	Support	Traffic on Westbury Ave definitely needs to be reduced- both in terms of speed and volume. My concern is how it will affect Boreham Rd.? Will traffic speed up after the new zebra crossing? The 20mph speed restriction is almost never adhered to on Boreham Road.
Boreham Rd.	Support	We'd like similar steps considered for Boreham Road N22, as vehicles often speed up to catch the traffic light. This makes crossing the road unsafe, especially for the many families living on the street. Safer crossing and speed calming measures would help protect residents and improve safety. BTW someone passed away recently at the traffic lights.
Boreham Rd.	Support	

Willingdon Rd	Other	I am variously supporting and objecting. Several of the proposals seem sensible. The moving of the traffic island from outside 160 to near 162 Westbury Avenue seems like a waste of money, but I appreciate it may be helpful for buses or lorries turning the corner. I think the 'bend ahead' signage is a bad idea. 'Junction Beyond Bend Ahead' is basically incorrect, since Crawley Road is perfectly visible from Westbury Avenue and is not 'beyond' the bend ahead. There is no right turn 'beyond' the corner. The chevron sign is - in my opinion - lunacy. The corner is very slight and clearly visible, so there is no need for a chevron sign. This will continue the trend for chevrons on corners that aren't even remotely tight, further reducing the usefulness of chevron signs on corners that are actually surprisingly tight and therefore need them. Once drivers cannot trust that a corner is actually sharp because of a chevron sign on it, the chevron signs provide pretty much no purpose.
Sirdar Rd,	Support	I support anything that will slow down the speeding automobiles on Westbury Avenue. Cars turn into Westbury from Lordship Lane and accelerate quickly, well beyond the speed limit. Raised zebra crossings should be a help. But I do want to comment that for the past two months I have used the zebra crossing at 104 Westbury Avenue almost every day. I do not think it an exaggeration to say that at least 1 in 5 times that I step into this crossing cars speed through instead of slowing down and stopping. It is terribly dangerous, particularly for children. I think there should not only be zebra crossings installed but they should be surveyed by cameras. Fines for going through zebra crossings should be applied vigorously. I broadly support this. However, what is missing is action to address excessive speed by some 'racing' drivers between junction of Westbury Ave & Lordship Lane, and the first speed hump on Westbury Ave outside nos 202 / 204. There should be an additional hump at the junction of Westbury Avenue and Boundary Road
Boundary Rd.	Other	