

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Perth Road, White Hart Lane Local Safety Scheme

Report authorised by: Head of Operations:

A. Amundson

Cabinet Lead Member for Environment:

N/A

Lead Officer: Toby Bowden, Alexandra House, 5th Floor, N22 7TR,
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Ward(s) affected: Woodside and White Hart Lane

Report for Key/
Non Key Decision: Non key decision

7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:
Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Confidential Decisions

1. The decision contains information provided by a Government department on a non disclosure basis
2. There is a Court order against disclosure

- 1.0 Describe the issue under consideration
 - 1.1 To report the results of the public consultation carried out from 10 July 2017 to the 6th August 2017, on proposed safety improvements to Watsons Road and White Hart Lane.
 - 1.2 To request approval to proceed to implementation, having taken objections into consideration.
- 2.0 Recommendation
 - 2.1 In view of the Personal Injury Accidents (PIA) and the lack of objections from the public it is requested that the scheme be introduced as per the proposal shown in Appendix A.
 - 2.2 It is proposed to implement this scheme before the end of this financial year.
- 3.0 Reasons for decision
 - 3.1 The Council is required to formally consider the results of feedback to consultation undertaken on traffic schemes, in particular any objections to proposals prior to proceeding to implementation.
- 4.0 Alternative options considered
 - 4.1 The inclusion of a traffic island at the crossing point on Perth Road at the White Hart Lane junction
- 5.0 Background Information
 - 5.1 The junction of Perth Road and White Hart Lane and the junction of Perth Road and The Crossway were experiencing higher than average number of PIA. Haringey therefore commissioned an Accident Study to look at the junctions in question and identify patterns and come up with a mitigating design.
 - 5.2 One of the accidents which occurred within the Accident Study period of the last 3 years involved a pupil of the nearby Woodside High School. Which lead to the school campaigning for improvements to the junction of Perth Road and White Hart Lane.
 - 5.3 White Hart Lane is a fast moving road and vehicles turning left into Perth Road are able to do so at speed. This makes it difficult for pedestrians and those who have alighted the bus from the nearby bus stop to safely cross Perth Road and this pedestrian movement has been mainstay in the accidents at this junction.

6.0 Proposals

6.1 The proposals at the White Hart Lane and Perth Road junction include:

6.1.1 The building out of the southern footway of White Hart Lane to force vehicles slow down by making a more exaggerated turn into Perth Road.

6.1.2 A buff coloured crossing strip to create a tonal change for motorists.

6.1.3 Additional paving.

6.1.4 The realignment of the existing traffic island on White Hart Lane to match the new kerb line.

6.1.5 A raised junction to create a step free crossing and raise the pedestrians to the eye line of the driver.

6.2 The proposals at Perth Road and The Crossway Junction are to raise the whole junction up to create a step free crossing facility and to slow traffic. There is also a proposed buff coloured crossing strip and buildouts to narrow the carriageway, thus reducing the crossing width for pedestrians.

6.3 A copy of the proposals can be viewed in Appendix A

7.0 Consultation

7.1 On 19 April 2017 the proposals were circulated amongst Haringey's internal design panel. As a result of this we will be able to upgrade the lighting on the sections of White Hart Lane and Perth Road in question.

7.2 On the 24 February 2017 Cllr officers met with pupils, and teachers from Woodside High School and Cllrs to talk through the initial proposals.

7.3 On the 5 July 2017 Cllr officers again met with pupils, and teachers from Woodside High School and Cllrs to this time talk through the detailed design and next steps in the projects consultation and proposed delivery.

7.4 On the 5 July 2017 the proposed consultation document and proposed consultation area was sent to Woodside Cllrs and White Hart Lane Cllrs giving them the opportunity to comment on the proposals. Cllrs Adje and Cllrs Waters were in support of the proposals and Cllr Gideon Bull and Cllr Mitchell requested that a traffic island be included in the proposal on Perth Road at its junction with White Hart Lane. This had been part of the original proposal, but unfortunately could not be carried forward as large vehicles making the left turn into Perth Road would be unable to make the turn without striking the traffic island.

- 7.5 A public consultation was undertaken. It began on 11 July 2017 and concluded on 8 August 2017. One feedback card was returned from the school, who were in favour of the proposals. A copy of the document can be viewed in Appendix B
- 7.5 On the 13 July 2017 external stakeholders were sent a copy of the proposal to comment on. The following representatives were received from London Buses and Haringey Cycling Campaign.
- 7.5.1 London Buses were concerned that the proposals would force buses to overrun the centre line in making the left turn into Perth Road. The tracking shows that buses already cross the centre line when making the turn and that by forcing the drivers to sweep out and following the kerb it will encourage better lane discipline and not worsen the situation.
- 7.5.2 The Haringey Cycle Campaign were also concerned that buses crossing the centre line could cause issues by forcing oncoming traffic into the kerb, thus removing space for cyclist. Again the vehicle tracking shows that by forcing the drivers to sweep out and following the kerb it will encourage better lane discipline and not worsen the situation.
- 8.0 Statutory Consultation
- 8.1 This project will improve pedestrian facilities on the road as well as improving road safety and will contribute to the delivery of Haringey's Corporate Plan Priority 3, 'a clean, well maintained and safe borough where people are proud to live.
- 9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities
- 9.1 Comments of the Head of Legal Services
- 9.1.1 N/A
- 9.2 Chief Finance Officer Comments
- 9.21 N/A
- 9.3 Equal Opportunities
- 9.3.1 Those proposals will improve road safety for all at that location. The consultation documents were distributed to all households / businesses within the agreed consultation area and also placed on the Councils web-site to ensure that all stakeholders were made aware of the Councils proposals.

9.4 Staff Side Comments

9.4.2 N/A

9.5 Summary and Response

9.5.1 The public consultation garnered only one response. This may be because the consultation area had a significant number of non-residential properties within its boundary. A copy of the consultation area can be seen in Appendix C.

9.5.2 There were no objections to the scheme from either the internal or external stakeholders and the comments received from London Buses and the Haringey Cycling Campaign were dealt with as detailed in 7.5, 7.51 and 7.52 of this report.

9.5.2 The primary focus of the majority of the objections was that the proposals would do nothing to address the volumes of traffic and requesting a closure. Closing this route is not a feasible option due to the likely negative impact on surrounding roads. The proposals if implemented are likely to reduce traffic volumes on Ringslade Road and Watsons Road and improve road safety.

10 Use of Appendices

- Appendix A – Proposals
- Appendix B – Consultation Document
- Appendix C – Consultation area

11 Local Government (Access to Information) Act 1985

11.1 N/A

**Appendix A
Proposals**

**Appendix B
Consultation Document**



11 July 2017

Statutory Notification

Perth Road & White Hart Lane: Raised Junction Safety Improvements

Dear Resident or Business,

Each year we identify areas which require attention under our local safety schemes (LSS) programme. We identify these areas through analysis of the accident statistics across the borough and produce a ranked list of areas with priority given to those most in need of measures to protect vulnerable road users such as cyclists and pedestrians. However the schemes are designed for the benefit of all users.

An accident analysis study undertaken for the borough network in 2016 showed that a high number of personal injury accidents (PIA) have been occurring on Perth Road at its junction with White Hart Lane and The Crossway. We have therefore developed measures designed to help reduce the PIA rate and improve safety for all road users.

The main measures consist of:

- Raised junction table at the Perth Road, White Hart Lane.
- Building out of the corners to slow vehicles that are making turning movements.
- Raised junction table at the Perth Road, Crossway junction.
- Contrasting informal crossing surface.

Full details are illustrated on the plan overleaf.

This notification letter marks the start of a three week consultation period during which we welcome your views using the enclosed Freepost feedback card. Alternatively you can use our online feedback form on the road safety consultations page: www.haringey.gov.uk/road-safety-consultations If you have a mobile device with a QR reader you can scan the QR code above to quickly access the web page and online form. Should you wish to object to the proposal please include reasons.

Please ensure that your comments reach us as soon as possible and before 8 August 2017. If you have any specific questions on the scheme please contact frontline.consultation@haringey.gov.uk

Thank you for your attention.

Yours faithfully


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**Appendix C
Consultation Area**

