

## HARINGEY - MOUNT PLEASANT ROAD

### CONTEXT

Mount Pleasant Road is a residential road in the east of the London Borough of Haringey, used as a “rat run” by drivers seeking to avoid congestion on the A10 trunk road and other main roads. A previous attempt to remove “rat running” traffic was stopped by the Department of Transport. Over the 1km length there were on average more than 4 accidents each year including accidents involving children.

### OBJECTIVES

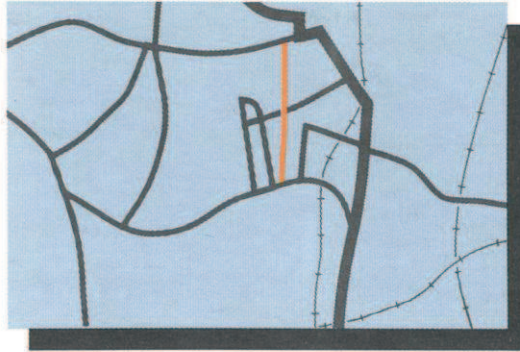
The objectives were to reduce traffic flows, vehicle speeds and accidents.

### DESCRIPTION

The solution adopted was a series of 16 road humps (installed according to the Road Hump Regulations 1986) and 10 carriageway narrowings at road hump locations along the length of the road. Seven of the narrowings reduced carriageway width to 3.5 m and were signed on both approaches “Road Narrows on Both Sides”. In addition, footway extensions were constructed in most side entrances to control vehicle parking and improve pedestrian visibility.

### COST

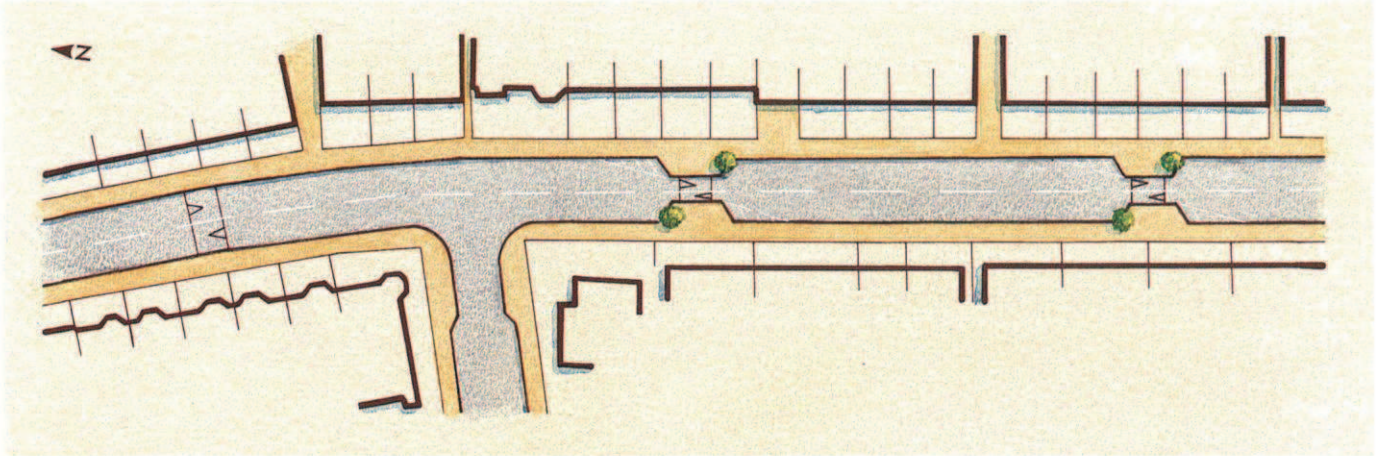
The cost was approximately £70,000.



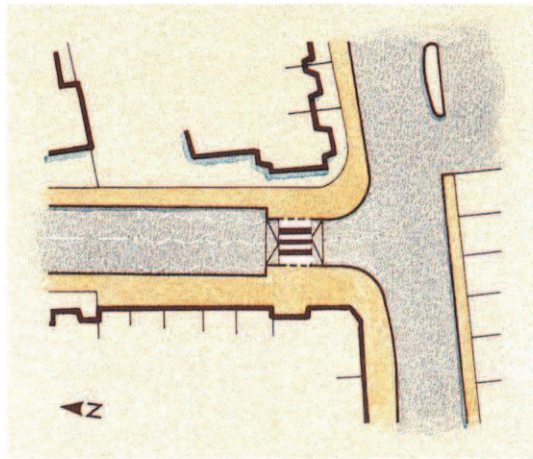
26: Road hump and carriageway narrowing at a zebra crossing.  
(Photo: London Borough of Haringey)



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27: Carriageway narrowing at a road hump showing arrow boards, and bollards to discourage parking. (Photo: London Borough of Haringey)



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#### ASSESSMENT

The scheme was introduced with the backing of local residents and implemented in early 1990. Before and after traffic flows are given below.

Where the displaced traffic has gone is still the subject of study. Preliminary assessments, however, suggest that many vehicles have “evaporated”.

Vehicle speeds have been reduced from a mean speed of 34 mph (85 percentile = 39 mph) to 26 mph (85 percentile = 28 mph). No accidents had been recorded in the first seven months after the scheme came into operation.

|        | AM peak (vph) | PM peak (vph) | 24 hour (vph) |
|--------|---------------|---------------|---------------|
| Before | 935           | 875           | 11,221        |
| After  | 754           | 651           | 7,756         |