

## LONDON BOROUGH OF ENFIELD

### PROPOSED INTRODUCTION OF ROAD HUMPS AND SPEED CUSHIONS IN ELECTRIC AVENUE, KINETIC CRESCENT AND INNOVA WAY

*[NOTE: This Notice is about proposals to introduce speed reduction measures in the form of road humps and speed cushions on Electric Avenue, Kinetic Crescent and Innova Way. Objections or other comments may be made – see paragraph 4].*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Enfield proposes, under sections 90A and 90C of the Highways Act 1980 (as amended) and the Highways (Road Humps) Regulations 1999 (as amended) to:

- (1) Introduce sinusoidal road humps on:
  - (a) Electric Avenue, at a point 63 metres south of a point opposite the north-western building line of No. 12 Innova Way.
  - (b) Kinetic Crescent, at a point:
    - (i) 19 metres north-west of the south-west building line of No.6 The Pavilions, and
    - (ii) 15.4 metres west of the eastern boundary of Innova House, No. 4 Kinetic Crescent.
- (2) Introduce speed cushions on:
  - (a) Electric Avenue, at a point 12.3 metres south of a point opposite the north-western building line of No. 12 Innova Way.
  - (b) Kinetic Crescent, at a point opposite the northern building line of No. 8 Kinetic Crescent.
  - (c) Innova Way, at a point:
    - (i) 36.2 metres east of the western building line of No. 8 Kinetic Crescent,
    - (ii) 134.8 metres east of the western building line of No. 8 Kinetic Crescent,
    - (iii) 1.6 metres west of a point opposite the north-western building line of No. 12 Innova Way, and
    - (iv) 77.2 metres east of a point opposite the north-western building line of No. 12 Innova Way.

NB - The sinusoidal road humps, also known as 'road humps', would be elevated sections of carriageway, between 75 and 100 millimetres higher at their highest point than the surrounding carriageway, extending across the full width of the carriageway (less space for drainage) between 2.44 metres and 2.5 metres in length. The stated locations allow for minor adjustment on site to accommodate constraints.

NB - Each "speed cushion" would be an elevated section of carriageway, having a maximum height of 75 millimetres above the existing carriageway, a width of between 1.65 metres and 2.5 metres and having an overall length of between 1.7 metres and 2 metres including the gradients.

2. The proposals are intended to improve safety by reducing traffic speeds and the potential for road accidents.

3. Further documents giving detailed particulars about the proposal can be inspected at the Town Library, 66 Church Street, Enfield EN2 6AX, Monday to Fridays 9am – 5pm inclusive, or online at: <https://new.enfield.gov.uk/services/roads-and-transport/traffic-management-orders/> or can also be obtained by emailing [journeysandplaces@enfield.gov.uk](mailto:journeysandplaces@enfield.gov.uk) or by writing to the Journeys and Places Team (quoting reference TG52/1608) Civic Centre, Silver Street, Enfield, Middlesex, EN1 3XD).

4. Any person who wishes to object to or make other representations about the proposals must do so by **midnight on 01/03/2026**. Any such objection or any representation must be in writing, quoting reference TG52/1608, and must state the grounds on which it is made. Any objection may be communicated to, or be seen by, other persons who may have an interest in this matter. Objections or representations can be made in any of the following ways:

- emailed to: [JourneysAndPlaces@enfield.gov.uk](mailto:JourneysAndPlaces@enfield.gov.uk); or
- posted to: Journeys and Places Team, Enfield Council, Silver Street, Enfield, EN1 3XA.

Dated 4 February 2026

Hussain Rab  
Head of Design and Construction

## **LONDON BOROUGH OF ENFIELD**

### **Statement of Reasons**

#### **Electric Avenue, Kinetic Crescent and Innova Way speed reduction measures**

#### **Background**

Enfield Council has received a number of requests to review ongoing concerns about road safety and anti-social driving behaviour in the area. These concerns relate in particular to excessive vehicle speeds and instances of dangerous driving manoeuvres, including rapid acceleration and vehicle “spinning”.

The layout and character of the local road network, together with the nature of vehicle movements through the area, can contribute to behaviour that feels intimidating and unsafe for people walking, cycling, working or accessing nearby premises. These issues have the potential to increase the risk of collisions, noise disturbance and reduced perceptions of safety.

In response to these concerns, the Council has identified the need to introduce targeted speed reduction measures on Innova Way, Electric Avenue and Kinetic Crescent, with the aim of improving highway safety and creating a safer environment for all road users.

#### **Objectives**

The objectives of the proposed speed reduction measures are to improve highway safety and reduce road danger by influencing driver behaviour through changes to the road environment. In particular, the measures aim to reduce vehicle speeds, discourage anti-social driving activity, and create streets that feel safer and more predictable for people using them.

By introducing physical and environmental changes to the highway, the Council seeks to support safer vehicle movements, reduce the likelihood and severity of collisions, and improve the overall quality of the local environment for residents, employees and visitors.

A combination of road humps and speed cushions will be introduced on Electric Avenue, Kinetic Crescent and Innova Way under sections 90A to 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999.