

## NOTICE OF MEETING

# CABINET MEMBER SIGNING

Monday, 25th March, 2024, 11.00 am - Alexandra House ,10 Station Road N22 7TR (watch the live meeting [Here](#) )

**Councillor Mike Hakata**

### 1. **FILMING AT MEETINGS**

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

### 2. **APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

### 3. **URGENT BUSINESS**

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under agenda item 8).

### 4. **DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

## **5. DEPUTATION / PETITIONS / QUESTIONS**

To consider any requests received in accordance with Part 4, Section B, paragraph 29 of the Council's constitution.

## **6. PROPOSED ZEBRA CROSSINGS ON ADAMS ROAD NEAR THE WILLOW AND THE BROOK PRIMARY SCHOOLS, N17 (PAGES 1 - 24)**

## **7. PROPOSED SPEED REDUCTION MEASURES ON FERME PARK ROAD N4/N8 (PAGES 25 - 58)**

## **8. NEW ITEMS OF URGENT BUSINESS**

Bhavya Nair, Principal Committee Co-ordinator  
Email: bhavya1.nair@haringey.gov.uk

Fiona Alderman  
Head of Legal & Governance (Monitoring Officer)  
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 15 March 2024

**Report for:** Cabinet Member for Climate Action, Environment, and Transport and Deputy Leader of the Council

**Item number:** 6

**Title:** Proposed zebra crossings on Adams Road near The Willow and The Brook Primary Schools, N17

**Report**

**authorised by:** Barry Francis, Director of Environment & Resident Experience

**Lead Officers:** Danny Gayle, Traffic Engineering Manager  
[Danny.Gayle@haringey.gov.uk](mailto:Danny.Gayle@haringey.gov.uk)

Yathav Gunaseelan, Project Engineer  
[Yathav.Gunaseelan@haringey.gov.uk](mailto:Yathav.Gunaseelan@haringey.gov.uk)

**Ward(s) affected:** West Green and Bruce Castle

**Report for Key/**

**Non-Key Decision:** Non-key decision

**1 Describe the issue under consideration**

- 1.1 Determine whether two zebra crossings and speed reducing measures on Adams Road near The Willow and Brook Primary Schools, N17 should be implemented.
- 1.2 To request approval to proceed to implementation, after considering objections and officer response to those objections.

**2 Cabinet Member Introduction**

- 2.1 N/A

**3 Recommendations**

Cabinet Member for Climate Action, Environment, and Transport and Deputy Leader of the Council is asked to:

- 3.1 Consider all feedback to the public and statutory consultation carried out from 11 October to 1 November 2023, set out in Appendix D, on the proposals outlined in Appendix A together with officer's views regarding that feedback set out in section 8 of this report.
- 3.2 Agree that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 8.3) in respect of the TMO referred to in recommendation 3.3 below.
- 3.3 Approve the implementation of the zebra crossings and speed reduction measures on Adams Road near The Willow and Brook Primary Schools, as set out on the plan in Appendix A, except that the zebra crossing on the eastern end of Adams Road to be relocated by 3m west.
- 3.4 Authorise the Head of Highways and Parking to make all necessary traffic management orders (TMOs) to give effect to the measures approved.

**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 improve safety and reduce road traffic collisions. The proposals recommended for approval are aimed at reducing speeds of motor vehicles and improving road safety and pedestrian accessibility especially for children attending The Willow and The Brook Primary Schools.

### **5 Alternative options considered**

- 5.1 Do nothing: This option was rejected as it would not deliver an improvement to road safety and so the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988 to “take steps to prevent accidents”.

### **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 enhance the environment for all road users.
- 6.2 The Road Danger Reduction Action Plan and Investment Plan 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 Following requests from the local community, as part of this year's Road Danger Reduction Investment Plan, the Council is proposing to introduce two zebra crossings and speed reducing measures on Adams Road near The Willow and Brook Primary Schools, as detailed on the plan in Appendix A. The proposals include the following:
- Implement 2x zebra crossings on Adams Road N17 under Section 23 Road Traffic Regulation Act 1984.
  - Implement a raised speed table on Adams Road N17 under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999.
  - Introduce double yellow lines on south side of Adams Road N17 from a point 48 metres west of the western kerb of Moira Close, west for 28.4 metres.
  - Introduce double kerb blips on south side of Adams Road N17 from a point 48.3 metres west of the western kerb of Moira Close, west for 31.5 metres.
  - Introduce double yellow lines/double kerb blips on both side of Adams Road N17 outside Manston and The Willow Primary School and The Brook on Broadwaters Primary school a length of 21.2 metres.
  - Remove the existing “school keep clear” restrictions and double yellow lines on both side of Adams Road N17 from a point 79.8 metres west of the western kerb of Moira Close to a point 32.4 metres east of the eastern kerb of Gloucester Road.
- 6.4 The zebra crossings and speed reduction measures will improve the walking route for school children travelling to and from The Willow and The Brook Primary Schools.
- 6.5 Officers investigated the collision data 5 years up to 1/12/22 along Adams Road and can confirm that there were 2 recorded road traffic collisions, classified as 1 serious and 1 slight, involving injury to 2 pedestrians.
- 6.6 The proposed zebra crossings will provide clearly defined crossing points where pedestrians are 'expected' to cross the road and will give pedestrians the right of way

over motor traffic, enabling them to cross the road safely, helping reduce future collisions.

6.7 The total cost of the scheme is £181k, which includes £85k from the Strategic Community Infrastructure Levy (SCIL) and £96k from the Housing Regeneration Programme Budget.

## 7 Consultation

7.1 Ward Councillors were informed about the proposals on 29 September 2023. Councillor Sara Williams welcomed the proposals.

7.2 Notification documents were distributed to properties in the vicinity of the proposals on 11 October 2023. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.

7.3 The notification documents were uploaded on the Council’s website. Legal notices were placed on-street and in the local newspaper. A copy of the legal notice is shown in Appendix C.

7.4 The Headteachers of The Willow and The Brook Primary Schools also welcomed the proposals, as it will improve road safety and pedestrian accessibility for school children and the local community.

7.5 As part of the statutory process, the following statutory bodies were also notified:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

## 8 Responses to consultation

8.1 The full consultation report from which Table 1 below was extracted, can be found in Appendix D.

**Table 1 – Public and statutory consultation analysis**

	Response	Count	%
Support or Object	Support	23	74%
	Objection	3	10%
	Other views	5	16%
	<b>Total:</b>	<b>31</b>	<b>100%</b>

8.2 The Council received 31 responses during the public and statutory consultation period, 23 (74%) in support, 3 (10%) who objected and 5 (16%) who had other views on the proposal. Objections have been summarised below together with an officer response.

### 8.2.1 **Objection 1 – Obstructive parking is the main road safety issue**

There is already a zebra crossing, also the parents who are picking up or dropping off the children always park on the double yellow lines, making it difficult for residents of Broadwater Farm to exit the estate. The corner of Gloucester Road and Adams Road is very narrow, when there are cars parked on both sides of the road.

#### **Officer response**

The zebra crossings are being proposed following requests from the local community and The Willow and Brook Primary Schools to help improve the walking route for school children travelling to and from the schools as well as the wider community.

Whilst it is acknowledged that the white stripe road markings by the uncontrolled crossing point outside of the schools on Adams Road may be perceived as a zebra crossing, it is not. This crossing point does not conform with section 16 of Chapter 6 of the Traffic Signs Manual and the Traffic Signs Regulations and General Directions 2016 and therefore does not adhere to the relevant safety regulations. It is also unclear who introduced the white stripe road markings at this uncontrolled crossing point.

Formalising the existing uncontrolled crossing was not considered viable, given the existing arrangements on Adams Road such as school entrances and parking configuration and behaviours.. Providing alternative crossing points (one for each school) will provide clearly defined crossing points and will give pedestrians the formal right of way over traffic, enabling them to cross the road safely, thereby addressing a need identified whilst reducing the chance of similar road traffic collisions occurring.

With regards to motorists parking obstructively, the introduction of the zebra crossings will include zig-zag road markings, which prohibit motorists from parking, therefore helping increase forward visibility and improve road safety for all road users. This arrangement will also help to enforce any parking violations.

The new zebra crossings will also assist in conforming to the Mayor of London's 'Healthy Street Approach' on creating streets that are pleasant, safe and attractive where accessibility is not a barrier that prevents people, particularly the most vulnerable from getting out and about.

### 8.2.2 **Objection 2 – Parking concern for Blue Badge holder**

'My child attends The Willow Primary School, and as our child is disabled we have a blue badge. We drive our child to school every day and are currently able to park on the double yellows with the blue badge. The pick and drop off as it is currently works for our child. It creates minimal distress meaning that our child can arrive in the safest way and our child enjoys going to school. If the new layout won't impact children/parents/carers who are disabled like my child, then I wouldn't be so concerned about the new layout'.

#### **Officer response**

The proposed reduction in parking will provide adequate intervisibility between all road users, which will assist in tackling road danger and helping the Council on the journey to achieve Vision Zero, which is to eliminate all deaths and serious injuries on our roads by 2041.

However, it is acknowledged that the Blue Badge holders may need to park close to the schools, as such two disabled parking bays are proposed to be implemented in close

proximity to the scheme, therefore there is minimal extra distance to cover to what they might be used to.

### 8.2.3 Other View – Concern from the Metropolitan Police

- 'It appears that the car parking bays have been retained 'behind' the zig zags and DYL's. Zig zags need to follow the kerb line and no parking is allowed within the controlled area, I would suggest the DYLs are a bit pointless too and they also are supposed to be effective up to the building line'.
- 'There appears to be quite a large entry/exit to a car park within the narrow area that is being retained. There is no signage telling those using it that, if turning right, they are entering a narrow road and that they have right of way. This is potentially very confusing'.
- 'This isn't a very long road and with two sections of narrow carriageway, it isn't clear exactly how far those at each end are giving way. So, if cars were to arrive simultaneously at both ends, and are told to give way by the signs, do they sit there indefinitely?'.
- 'The signage for priority needs to be placed at the start of the restriction, but obviously it can't in this design because they can't be placed in the control area correctly. Overall, this is very confusing and I'm not sure what problem it is trying to address?'

### Officer response

- The car parking bays, and the footpath are located on private housing land. Therefore, the proposed zigzag road markings and double yellow line parking restrictions associated with the proposed zebra crossing, can only be introduced on Adams Road, which is adopted public highway. The zebra crossing has been designed in accordance with Chapter 6 of the Traffic Signs Manual and the Traffic Signs Regulations and General Directions 2016 and therefore conforms to the relevant safety regulations.
- A large entry/exit to a car park is located off Adams Road near the proposed zebra crossing on the eastern end. Existing car park access has a give way road marking at its junction with Adams Road. Additional signs indicating the existence of two-way traffic flow and road narrowing ahead will be included at the detailed design stage of this scheme.
- Although, Adams Road is not a long road, the section of road by the schools and the proposed zebra crossings, permits two-way traffic. This two-way traffic section is approximately 55m in length and has a road width of approximately 6m. This is adequate for accommodating the volume of vehicles using this section of road. The proposed priority arrangement will also assist in regulating traffic flow and improving road safety by this section of road.
- An independent road safety audit (stage 1 and 2) was conducted on the proposed signing arrangement, which did not identify any safety concerns. However, the safety audit did request careful consideration for the placement of the Priority "Give way arrangement". Officers have carefully considered this recommendation and intend to place the signage and road markings in such a way that it does not result in further safety issues to this location. The proposed arrangement will be subject to a further safety audit, post-implementation, should the scheme be approved for implementation. This would help to identify any road safety issues, following the introduction the scheme.

## 8.2.4 Other View – Broadwater Farm estate housing service

'The council received a request from Broadwater Farm estate housing service, to slightly relocate one of the zebra crossings away from Manston carpark access point, due to a future proposed development'.

### Officer response

In view of this request, officers are now recommending that the zebra crossing is implemented by 3m west of where it is proposed. This will require an amendment to the T47 Traffic Order.

8.3 It is noted that The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("LATOR) provides local authorities in Regulation 9(1) with the discretion of whether or not to hold a public inquiry prior to the making of the TMO which is the subject of this report. The order does prohibit loading/unloading from a small section of the road and the total reduction in loading is within 9(4)(b) LATOR and therefore there is no obligation on the Council to hold a public inquiry. However, the proposals have received a high level of support with a small number of objections. In addition, the proposals are located in close proximity to The Willow and The Brook Primary Schools and therefore having dedicated crossing points will benefit the children and parents/careers on the journey to and from school. The order does not prohibit or restrict the passage of public service vehicles.

8.4 This report does not include the recommendation to hold a public inquiry on account of above, and that the project will contribute towards improved safety and road danger reduction and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

8.5 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 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."*

Officers consider that the following are of particular relevance, given the objectives of the proposed zebra crossing:

- To address road danger by providing a dedicated crossing point allowing pedestrians to utilise the zebra crossing to safely get from one side of the road to the other.
- To provide a safe and convenient movement of pedestrians. This will also benefit child pedestrians travelling to and from the nearby schools.
- To not restrict the passage of public service vehicles.

## 9 Contribution to strategic outcomes

9.1 The installation of the new formal crossing at this location will support the delivery of the Council's Road Danger Reduction Action Plan action, by improving road safety. It supports the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- 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

It will also support the delivery of the Council's wider [TransportStrategy](#), encouraging walking as road users will feel more confident and safe.

## **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 and provision of safer crossing points, will encourage more people to seek active transportation modes such as walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.

### **Statutory Officers' comments**

## **11 Comments of the Chief Financial Officer**

11.1 This report seeks the approval for the implementation of the proposed zebra crossings and the speed reducing measures on Adams Road outside The Willow and Brook Primary Schools, N17 for a total cost of circa £181k. This proposal will be funded by a combination of (i) £85k from the Strategic Community Infrastructure Levy (SCIL) and (ii) £96k from the Housing Regeneration Programme Budget.

## **12 Comments of the Head of Legal Services and Governance**

12.1 The Council must in accordance with section 39 of the Road Traffic Act 1988 prepare and carry out a programme of measures designed to promote road safety. It must also carry out studies into accidents arising out of the use of vehicles and must, in the light of those studies, take such measures as appear to the Council to be appropriate to prevent such accidents, including the construction, improvement, maintenance or repair of roads for the maintenance of which it is responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

12.2 The Council has power under the Highways Act 1980 to carry out works for the improvement of highways, and for promoting safety on and around highways. Traffic calming measures in the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999. Road hump installations are authorised by sections 90A – 90B of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999. No road hump shall be within 30 metres from the imaginary line along the centre of the pattern of the black and white stripes of a zebra crossing.

12.3 Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act (RTRA) 1984, subject to Regulations made by the Secretary of State.

12.4 It shall be the duty of a local traffic authority to execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with the establishment, alteration or removal of crossings in accordance with regulations having effect under section 25 of the Road Traffic Regulation Act 1984, or in connection with the indication of crossings in accordance with such regulations.

- 12.5 Section 66 of the Highways Act permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway.
- 12.6 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public.
- 12.7 For the most part, the measures proposed can only be implemented after a statutory consultation process and after proper and meaningful consideration of any formal representations. The report sets out the effect of the representations received, Appendix D setting out the detail of those representations. Officer views are included in the report, but Members must exercise a judgment as to how much weight each representation should carry and whether or not to approve or further any measure in the light of those representations.
- 12.8 Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. The TMO which is the subject of this report is one where the Council has a discretion and having considered the objections to the proposal, it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 8.3 of this report.
- 12.9 What is being proposed and recommended within this report is in accordance with the law, as set out in this section.

### **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 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the council's proposals.
- 13.3 New zebra crossings and the associated measures installed will be of benefit to all sections of the community. It will improve the local environment and road safety for all road users particularly vulnerable groups such as children, the elderly and pregnant women and those with young children. 'Age' is a protected characteristic, by increasing the safety of children, it will have positive equalities impact.

Safe journeys to/from school and cycling will be encouraged with reduction in the number and severity of injuries to road users due to reduction in accident levels.

**14 Use of Appendices**

- Appendix A – Public and Statutory consultation letter and plan
- Appendix B – Consultation Boundary
- Appendix C – Legal Notice
- Appendix D – Full consultation report

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## Highways

Ann Cunningham: Head of Highways & Parking



11 October 2023

<https://online1.snapsurveys.com/b8ab9n>

## Public and Statutory Consultation

Proposed zebra crossings on Adams Road near The Willow and The Brook primary schools, N17

Dear Resident or Business,

Following requests from the local community and schools, as part of this year's Road Danger Reduction Investment Plan, the Council is proposing to introduce two zebra crossings on Adams Road near The Willow Primary School and The Brook Primary School. The proposed zebra crossings will improve pedestrian accessibility and road safety outside the schools.

Details of the proposal are listed below and set out on the plan overleaf:

- Provision of a zebra crossing with a footway buildout outside The Willow Primary School.
- Provision of a raised zebra crossing with a footway buildout outside The Brook Primary School.
- Provision of priority working adjacent to The Willow and The Brook Primary Schools.
- Construction of a new footway at the south-western side of the Adams Road to provide access to the new zebra crossing outside The Willow Primary School. This will require the removal of some trees and vegetation.
- Rearrangement of the existing car parking provision within the lay-by, from echelon parking to parallel parking. This will include provision of four parking bays, two of which will be disabled bays.
- Introduction of some small sections of at any time waiting and loading restrictions and removal of the existing 'School Keep Clear' road markings.
- Provision of temporary school bus parking bays in Moira Close, to accommodate the planned construction works associated with the development of Broadwater Farm.

This letter marks the start of a three-week public and statutory consultation period during which we welcome your views. The statutory consultation is a formal process whereby the proposals are advertised in the local press and allow a 21-day period for anyone wishing to object to the proposals. You can give us your views, comments, or objections by scanning the QR code above, or using the link to complete our online feedback form. Alternatively, you can email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or use the enclosed Freepost feedback card.

If you object to the scheme, please give reasons for your objection. Please ensure that your responses including any objections reach us as soon as possible and no later than 01 November 2023. If you have any questions on the scheme, please email us.

Thank you for your interest and we look forward to hearing from you.

Yours faithfully

A handwritten signature in blue ink, appearing to be 'Ann Cunningham', located below the 'Yours faithfully' text.

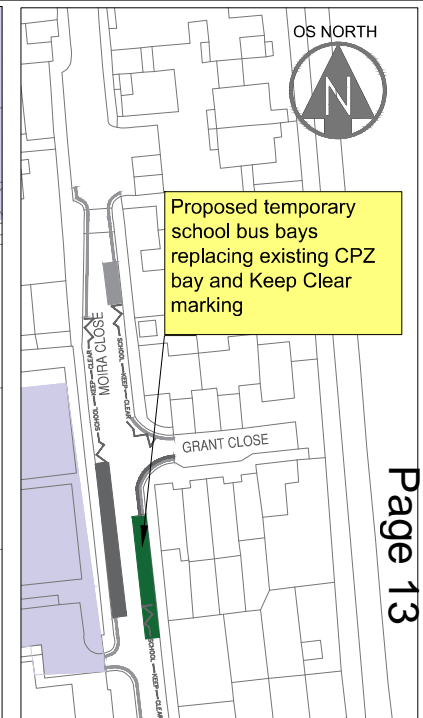
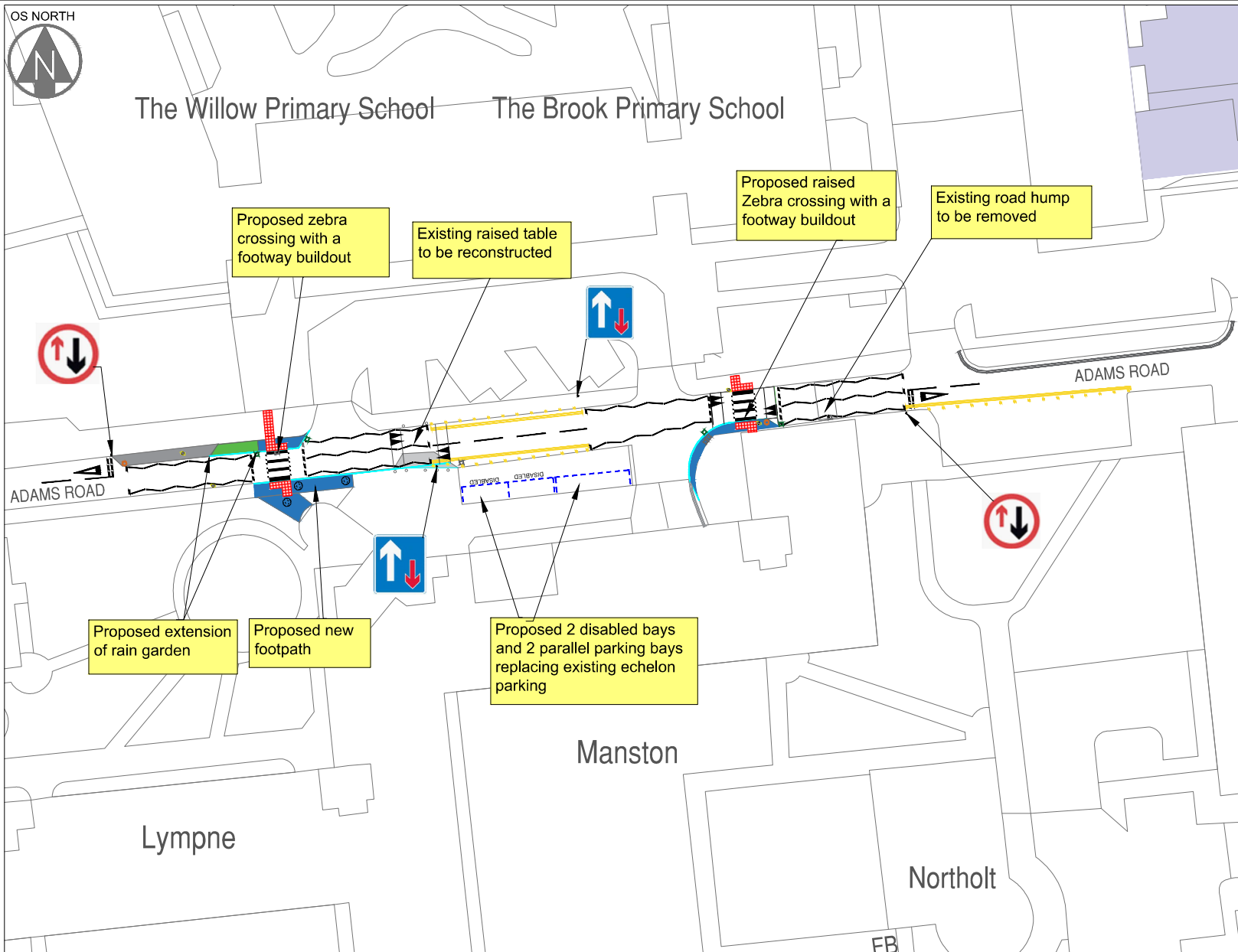
Highways Engineering

Highways & Parking  
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10 Station Road, Wood Green  
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[www.haringey.gov.uk](http://www.haringey.gov.uk)

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# PROPOSED ZEBRA CROSSINGS

**THE WILLOW AND THE BROOK PRIMARY SCHOOLS - ADAMS ROAD N17 (Not to Scale)**



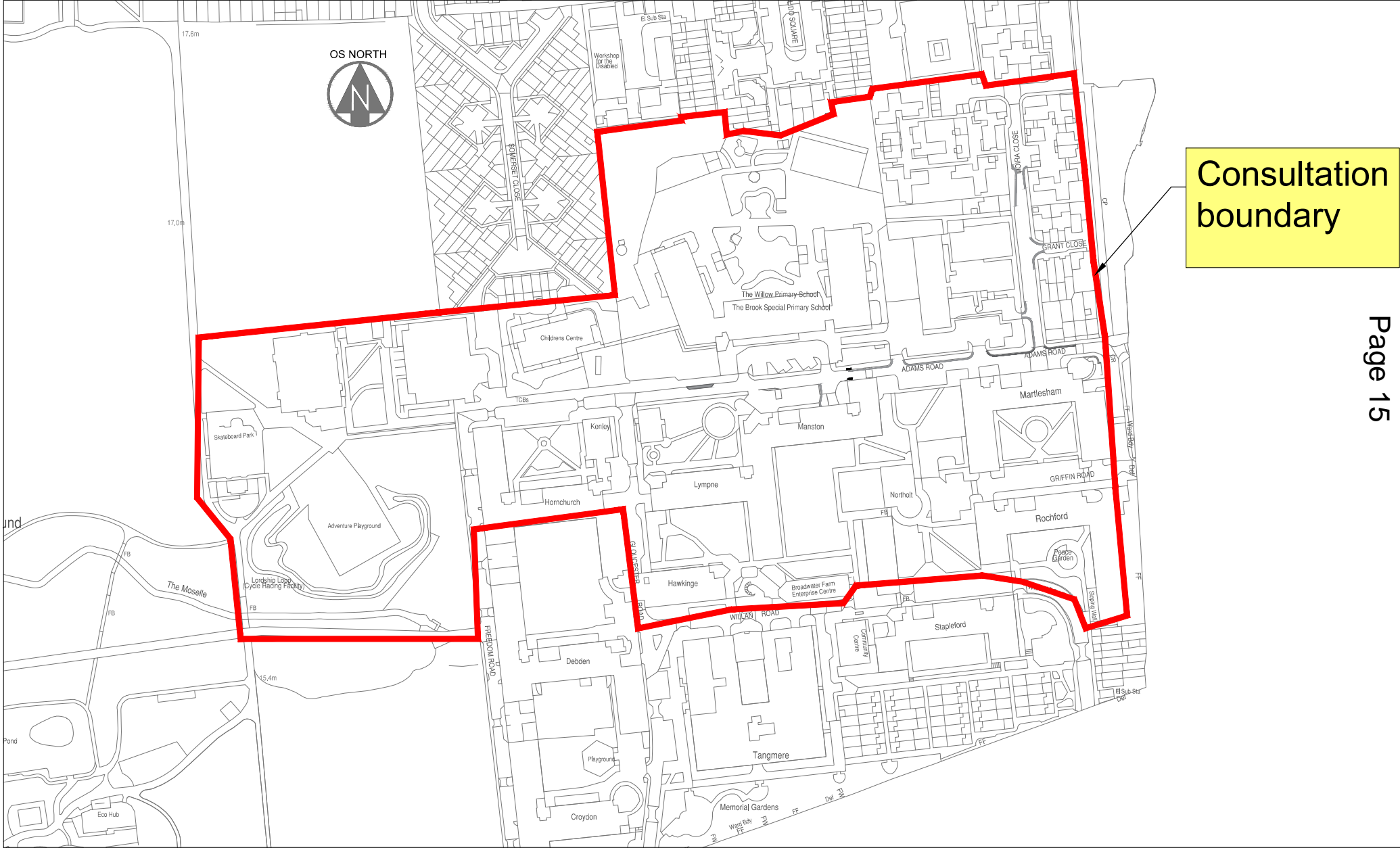
- KEY:**
- Proposed Parking bays
  - Proposed DYL and At Any Time loading restrictions
  - Proposed removal of some trees and vegetation
  - Proposed removal of existing buildout
  - Proposed Priority over oncoming vehicles
  - Proposed Giveway to oncoming vehicles

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# PROPOSED ZEBRA CROSSING- CONSULTATION

## THE WILLOW PRIMARY SCHOOL - ADAMS ROAD N17 (Not to Scale)



Consultation boundary

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# Public Notice



## ROAD SAFETY IMPROVEMENTS – THE WILLOW PRIMARY SCHOOL AND THE BROOK ON BROADWATERS PRIMARY SCHOOL, ADAMS ROAD N17

### The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.\*\*\*) Order 202\*

T47

**Notice is hereby given that** the Council of the London Borough of Haringey proposes to make the above-mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended, to implement 2x Zebra Crossings on Adams Road N17 under Section 23 Road Traffic Regulation Act 1984, to implement a raised speed table on Adams Road N17 under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999.

**The general effect of orders will be:**

1. To introduce double yellow lines on south side of Adams Road N17 from a point 48.3 metres west of the western kerb of Moira Close, west for 28.4 metres.
2. To introduce double kerb blips on south side of Adams Road N17 from a point 48.3 metres west of the western kerb of Moira Close, west for 31.5 metres.
3. To introduce double yellow lines/double kerb blips on both side of Adams Road N17 outside Manston and The Willow Primary School and The Brook on Broadwaters Primary school a length of 21.2 metres.
4. To remove the existing school keep clear restrictions and double yellow lines on both side of Adams Road N17 from a point 79.8 metres west of the western kerb of Moira Close to a point 32.4 metres east of the eastern kerb of Gloucester Road.

The above parking changes are required to improve road safety and to facilitate the installation of 2 proposed Zebra Crossings and associated zig-zag markings on Adams Road N17, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossing; no more than 17 metres in both directions.

The centre of the proposed Zebra Crossing on Adams Road N17 are to be located as follows:

- i) 101.9 metres west of the western kerb of Moira Close.
- ii) 53.7 metres east of the eastern kerb of Gloucester Road.

Proposed new raised speed table on Adams Road N17 to be introduced at the location of the Zebra Crossing specified under point i) above and will be 9.1 metres in length inclusive of ramps.

Existing raised speed table on Adams Road N17 outside The Willow Primary School and The Brook on Broadwaters Primary school is to be extended to a length of 7.9 metres inclusive of ramps.

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or write to Parking Team, Alexandra House, 4<sup>th</sup> floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T47**, by 1<sup>st</sup> November 2023.

Dated: 11<sup>th</sup> October 2023

Ann Cunningham  
Head of Highways & Parking

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<https://online1.snapsurveys.com/b8ab9n>

## **Public and Statutory Consultation: Proposed zebra crossings: Adams Road near The Willow and The Brook primary schools N17**

Consultation period: 11 October - 1 November 2023

“Haringey is proposing to install two zebra crossings on Adams Road - near The Willow Primary School and The Brook Primary School. These are designed to improve pedestrian accessibility and road safety outside the schools.

Full details are listed here:

- Provision of a zebra crossing with a footway buildout outside The Willow Primary School.
- Provision of a raised zebra crossing with a footway buildout outside The Brook Primary School.
- Provision of priority working adjacent to The Willow and The Brook Primary Schools.
- Construction of a new footway at the south-western side of the Adams Road to provide access to the new zebra crossing outside The Willow Primary School. This will require the removal of some trees and vegetation.
- Revised car parking provision within the lay-by, from echelon to parallel parking. This will include provision of four parking bays, two of which will be disabled bays.
- Introduction of some small sections of at any time waiting and loading restrictions and removal of the existing ‘School Keep Clear’ road markings.
- Provision of temporary school bus parking bays in Moira Close, to accommodate the planned construction works associated with the development of Broadwater Farm.

This letter marks the start of a three-week public and statutory consultation period during which we welcome your views. The statutory consultation is a formal process whereby the proposals are advertised in the local press and allow a 21-day period for anyone wishing to object to the proposals. You can give us your views, comments, or objections by scanning the QR code above, or using the link to complete our online feedback form. Alternatively, you can email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or use the enclosed Freepost feedback card.

## **Consultation Data Analysis**

### 1. Overall Support and Object.

		Count	%
Support or object	Support	23	74%
	Object	3	10%
	Other view	5	16%
	Total	31	100%

#### 1a. Support - by Road

		Support or object					
		Support		Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road_name	Adams Rd	5	63%	1	13%	2	25%
	Broadwater Rd	1	50%	0	0%	1	50%
	Bruce Grove	1	100%	0	0%	0	0%
	Gloucester Rd	4	80%	1	20%	0	0%
	Mount Pleasant Rd	3	100%	0	0%	0	0%
	Other roads	9	75%	1	8%	2	17%
	Total	23	74%	3	10%	5	16%

### 2. Comments grouped by Road

Road name	Name of the road you live in.	Support or object	Comments
Adams Rd	22 Martlesham Adams Road	Support	Will be safer for us to cross the road when going back and forth for the school run.
Adams Rd	Adams rd	Support	
Adams Rd	Adams road	Support	I work in the school and really support this from a parent/school and worker perspective - so important to stop traffic at these key points day and night and also a local dog walker, important to cross safely.
Adams Rd	Adams Road	Support	It will really make the crossing safe for the children and families.
Adams Rd	Adams Road	Other view	I believe this is a good idea. However the double yellow lines and loading restrictions on the entrance to Addams road are unclear. We are a community that exists here alongside the school. When the school day ends many of us come from work or even out with our young children would like not to park under the flats but closer to home. Change is inevitable that I understand however changes and restrictions to parking and roads in Tottenham have become so frequent. Please let the residents live in some kind of peace.

Adams Rd	Adams Road	Other view	I'm extremely upset that although I live on the road that these proposed changes are happening. I received this as my child attends the school. Surely all the parents of children and teachers do not attend the school or live in the place that it will daily impact them. This is unacceptable This is unfair and a calculated way for those that don't actually live here to have a say in the way that we live our lives.
Adams Rd	Adams Road. Response from Met Police	Object	We do have concerns with this proposal: 1. It appears that the car parking bays have been retained 'behind' the zig zags and DYL's. Zig zags need to follow the kerb line and no parking is allowed within the controlled area, I would suggest the DYLs are a bit pointless too and they also are supposed to be effective up to the building line. 2. There appears to be quite a large entry/exit to a car park within the narrow area that is being retained. There is no signage telling those using it that, if turning right, they are entering a narrow road and that they have right of way. This is potentially very confusing. 3. This isn't a very long road and, with 2 sections of narrow carriageway, it isn't clear exactly how far those at each end are giving way. So, if cars were to arrive simultaneously at both ends, and are told to give way by the signs, do they sit there indefinitely? 4. The signage for priority needs to be placed at the start of the restriction, but obviously it can't in this design because they can't be placed in the control area correctly. Overall, this is very confusing and I'm not sure what problem it is trying to address?
Adams Rd	The Willow School	Support	Adams Road is extremely busy with cars around drop off / collection time for school kids. We are encouraged to cycle to school but this road is also scary with cars for kids to cycle and the pavement isn't an option as there are so many small children walking on pavement. Another zebra crossing is a good initial step to make this road safer
Broadwater Rd	126 Broadwater Road	Support	So we can cross the road safely
Broadwater Rd	20 Broadwater Road	Other view	I support the new zebra crossings. Just as important would be at least one and even better 4 zebra crossings on the junction of Adams Road and Mount Pleasant. Crossing these roads on the way is extremely dangerous as there is a lot of reckless driving here. Cars are often over the speed limit and turn corners without even stopping or looking. Everyone on foot or bike is terrified of this junction. Please consider this seriously in addition to proposed crossings to save lives.
Gloucester Rd	62 Kenley, Gloucester Rd	Support	I support and recommend 3 zebra crossings for the 2 primary schools and their parents ( to control the drivers speed limit)
Gloucester Rd	Gloucester Rd 52	Support	
Gloucester Rd	Gloucester rd, flat 8 Lympne	Object	There is already a zebra crossing, also the parents who picking up or dropping the children always park on the double yellow lines, makes the residents come out from Broadwater farm very difficult. The corner of Gloucester rd and Adams rd is very narrow when there are cars parked every sides of the road.
Gloucester Rd	Gloucester Rd. (Kenley)	Support	I support and recommend zebra crossings

Gloucester Rd	Gloucester road	Support	The reason I support the measures is because my grandson actually attends Willow school and they have many complaints amongst parents and careers. It makes us feel unsafe with the current status of the crossing so the zebra crossing at the schools will be very much welcomed and needed.
Mount Pleasant Rd	110 Mount Pleasant Road	Support	My daughter goes to school at the willow primary school. Adams Road is very narrow but has regular traffic and many schoolchildren walking on it during morning and afternoon rush hours. Dedicated crossings will make it much safer for those children.
Mount Pleasant Rd	224 Mount pleasant Road	Support	Children's safety should be for council priority and zebra crossing should be in place long time ago.
Mount Pleasant Rd	267 mount pleasant road	Support	The corner between Adam's road and Mt. Pleasant and Wimborne road is highly dangerous and needs addressing urgently. I am surprised it is not in the area of the consultation as a major axis for families to get to school. Please consider extending the consultation area and adding zebras there and raise the pavement on the corner so cars stop cutting the corner and risk our children's lives. Thank you very much Thank you very much
Other roads	110 Dongola Road	Support	This is the minimum you should be doing to allow safe travel. There should be crossing g guards and ideally a school street.
Other roads	118 dovetail place	Object	I found the map quite confusing. Could you send a map of the current set up? My child attends The Willow primary school our is disabled and a blue badge holder. We drive our child to school every day and are currently able to park on the double yellows with their blue badge. The pick and drop off as it is currently works for our child. It creates minimal distress meaning that our child can arrive in the safest way and our child enjoys going to school. If the new layout won't impact children/parents/carers who are disabled like my child then I wouldn't be so concerned about the new layout.
Other roads	18 Morrison Avenue	Support	
Other roads	18 saint Margaret's road n17 6ty	Support	Crossing the road for children going to school is v dangerous. My kid goes to willow primary school



Other roads	24 Radley Road	Other view	<p>I strongly support these measures. Their implementation is urgent for the safeguarding of children getting to and from school. We have no safe crossing zones; the road is extremely busy with cars and buses during school drop off and pick up times. The pavements are too narrow to accommodate for the flow of pedestrians whilst with many cars on Adams Road. Many other schools in Haringey are benefiting from school streets, why has nothing been done here? It is a ticking bomb with a fatal accident waiting to happen.</p> <p>Furthermore, I would add that implementing measure on Adams Road solely is not enough. More needs to be done around Moira Close which is another access point to the school. We need safe crossings there. Too many cars are parking on marked school "z" road markings and double yellow lines and have complete disregard for pupil safety. We need measures put in place here and traffic wardens at the very least to discourage drivers from doing this. There is nowhere safe to cross there to get into the school. My worry is now temporarily placing school buses there in the meantime will exacerbate the problem. Last but not least please look at the issue with the crossings around Mount Pleasant Road at the junction with Adams Road. This is experience a heavy flow of 3 way traffic (4 if you count the contra flow of cyclists). My son nearly got run over crossing there. I know of many people who have been knocked off their bikes or had near altercations. There is nowhere safe to cross and this route is a main way into Adams Road for children and families to get into school. This needs urgent measures put in place. Please look at this crossing, it cannot stay like this! It needs pedestrian zebra crossing and raised footpaths. Many thanks</p>
Other roads	49 Ranelagh road	Support	<p>To make the area immediately outside the willow primary school safer as it's very dangerous and cars are always speeding through. It's only time before an accident happens. The crossing at Mount Pleasant Road and Adams Road needs to also be looked at seriously as it's incredibly dangerous with cars mounting the pavement/cycle lane and speeding and there are near-misses with children very often due to visibility for cars coming from Mount Pleasant Road not being great as this partly blocked by parked cars. This area is used by lots of children travelling to school and is very dangerous.</p>

Other roads	53 Higham Road	Support	I broadly support the plans - there definitely needs to be zebra crossings outside the schools. BUT it is concerning to see the removal of the Keep Clear section and the provision of car parking spaces and loading bays. The catchment area of The Willow is less than 0.5 miles or a 10 minute walk or few minute cycle or scooter. Why are parents driving and why is driving being accommodated? Ideally the west end of Adams Road would be a school street closed to traffic, with the east end open for school buses to access The Brook. I appreciate that there needs to be provision for The Brook, but this can be accommodated at the eastern end of the road, allowing the rest to be traffic free. It is a dangerous road, as are the roads leading through Broadwater Farm. Cars regularly speed (sometimes over 40mph). It is only a matter of time before there is a serious accident as a result of the unnecessary volume of cars so close to a school (where increasing numbers of children are cycling and scooting) and where there are insufficient traffic calming measures in place. I have never seen police or traffic wardens around school time, when there is a massive issue with illegal parking and speeding. It would be good to see this plan coincide with measures and efforts to also address these issues.
Other roads	76 Dunloe Avenue	Other view	I am indecisive on whether i agree with the proposals or not. My reasons being that I think it will be sad to see trees taken down. And I am also concerned about how Moira Close will be, be it temporarily, if they use that area as a parking bay. This is because it is already busy in the mornings and afternoons, with both vehicles and those on foot. Road safety is also an issue as there will be more traffic around that area.
Bruce Grove	Bruce Grove, 38C	Support	Children need to be kept safe going to and from school. Cars need to prevented from driving at speed in this zone.
Other roads	Gospatrick road	Support	It's a great idea and will greatly support reduction of racing down the streets whether by motorbike, or car. Also, it lightens up easy crossings when dark and during the crucial school hours.
Other roads	14 Awlfield Avenue	Support	My daughter is at the willow and Adams road is currently quite scary. Would be great to introduce a school street if possible! Also please look at Moira Close as part of this, the lack of dropped curbs is a real issue.
Other roads	Risley ave	Support	My child goes to the willow primary school and Haringey really needs prioritise road safety for the children who come to this school. It is madness at the moment with trucks and lorries coming down with no clear zebra crossings for the children to use. So I fully support this change. There should also be a cycle lane as a lot of kids and parents cycle to school.
Other roads	Winchelsea Road N17	Support	Children attending The Willow School need to be able to cross the road safely. Ideally all the humps would remain in place to prevent cars from driving too quickly.
31	31	31	31

**Report for:** Cabinet Member for Climate Action, Environment, and Transport and Deputy Leader of the Council

**Item number:** 7

**Title:** Proposed speed reduction measures on Ferme Park Road N4/N8

**Report authorised by:** Barry Francis, Director of Environment and Resident Experience

**Lead Officers:** Danny Gayle, Traffic Engineering Manager  
[Danny.Gayle@haringey.gov.uk](mailto:Danny.Gayle@haringey.gov.uk)

Michael Demosthenous, Principal Engineer  
[Michael.Demosthenous@haringey.gov.uk](mailto:Michael.Demosthenous@haringey.gov.uk)

**Ward(s) affected:** Crouch End, Hornsey and Stroud Green

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

## 1 Describe the issue under consideration

- 1.1 On 14 November 2023, the Cabinet Member for Tackling Inequality and Resident Services gave approval to proceed to statutory consultation on the proposed speed reducing features along Ferme Park Road N4/N8.
- 1.2 This report sets out the results of the statutory consultation and seeks approval to proceed to implementation, after considering objections and officer's views regarding those objections.

## 2 Cabinet Member Introduction

- 2.1 N/A

## 3 Recommendations

Cabinet Member for Climate Action, Environment, and Transport and Deputy Leader of the Council is asked to:

- 3.1 Consider all feedback to the statutory consultation carried out from 29 November 2023 to 05 January 2024 set out in Appendix D, on the proposals outlined in Appendix A together with officers' views regarding the feedback set out in section 8 of this report.
- 3.2 Agree that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 8.7 and 8.8) in respect of the traffic management orders referred to in this report.
- 3.3 Approve the implementation of the speed reducing measures on Ferme Park Road N4/N8, as set out on the plan in Appendix A and the making of all necessary traffic management orders (TMOs) to enable the proposed speed reducing measures to be implemented.

## 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 improve safety and reduce road traffic collisions. The proposals recommended for

approval are aimed at reducing speeds of motor vehicles and improving road safety and pedestrian accessibility.

- 4.2 The reason that this is a key decision is because it is significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

## **5 Alternative options considered**

- 5.1 Do nothing: This option was rejected as it would not deliver an improvement to road safety and so the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988 to “take steps to prevent accidents”.

## **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 enhance the environment for all road users.
- 6.2 The Road Danger Reduction Action Plan and Investment Plan 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 Following concerns from the local community, including ward councillors, about perceived high speeds of traffic and dangerous driving on Ferme Park Road, Project Centre, a traffic engineering consultancy, was commissioned to explore traffic calming options for the Ferme Park Road corridor, between Tottenham Lane and Stapleton Hall Road.
- 6.4 An evening workshop was held on 10<sup>th</sup> March 2022 at the ‘Union Church & Community Centre’ on Western Park, to discuss residents’ concerns/suggestions to improve road safety by the Ferme Park Road/Tottenham Lane Roundabout and along the Ferme Park Road corridor. Based on residents’ feedback and the traffic data for the road, Project Centre has produced a viable design, which will improve road safety and pedestrian accessibility.
- 6.5 As part of this year’s Road Danger Reduction Investment Plan, the Council carried out a public consultation from 11 April to 5 May 2023, on a proposal to introduce speed reducing measures on Ferme Park Road, as detailed on the plan in Appendix A. The proposals included the following:
- Provision of new speed and junction tables along Ferme Park Road
  - Replacement of the existing refuge island outside 130/132 with a raised table and a larger pedestrian island
  - Replacement of the existing refuge island with a raised zebra crossing outside 69/71
  - Replacement of the existing zebra crossing on Ferme Park Road by Mount View Road with a raised zebra crossing and larger island, 5m to the west of its current location. This will also include removing the existing guard rail panels.
  - Replacement of the existing refuge island outside 40/42 with a raised table and a larger pedestrian island
  - Replacement of the existing zebra crossing outside the Londis supermarket with a raised zebra crossing
  - Relocation of some pavement parking bays (known as “2-wheels up”) back on to the road

- Introduction of cycle symbol road markings on the approach to all traffic islands along the road
  - Removal of some parking bays along Ferme Park Road and at its junction with side roads. Where appropriate the double yellow lines will be extended for at least 10 metres into the side roads.
- 6.6 The Council received 70 responses during the public consultation period, 45 (64%) in support, 17 (24%) who objected and 8 (11%) who had other views on the proposal.
- 6.7 Following the public consultation exercise, a Delegated Authority Report (DAR), which includes all objections and officer response to the objections, along with officer recommendations to proceed to statutory consultation, was approved by the Cabinet Member for Tackling Inequality and Resident Services on 14 November 2023. A copy of the DAR is available [here](#).
- 6.8 The statutory consultation exercise (legal process whereby the proposals are advertised in the local newspapers), was subsequently carried out from 29 November 2023 to 20 December 2023, with the following amendments:
- Introduction of cycle symbol road markings on the approach to all traffic islands along Ferme Park Road
  - Convert Ferme Park Road from a 20mph speed limit to a 20mph zone
  - Extend the existing bus stop by 3.5 metres on the south-west side of Ferme Park Road N8, outside No.151
- 6.9 The Council has investigated the latest 36 months' collision data (01/01/2020 - 31/12/2022) along Ferme Park Road and can confirm that there have been 9 recorded road traffic collisions, 8 slight and 1 serious. Two of the road traffic collisions involved pedal cyclists and two involved motor cyclists.
- 6.10 The total cost of the scheme is £375k, and funding is assigned through the agreed capital programme.

## 7 Consultation

- 7.1 Ward Councillors were informed about proposals on 16 November 2023 and no comments were received.
- 7.2 Notification documents were distributed to properties in the vicinity of the proposals on 29 November 2023. The statutory consultation is a three-week process but, given the approaching Christmas holidays, the response period was extended to 5 January 2024. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 7.3 The notification letter was uploaded on the Council's website. Legal notices were placed on-street and in the local newspaper. A copy of the legal notice is shown in Appendix C.
- 7.4 As part of the statutory process, the following statutory bodies were also consulted:
- AA
  - London Transport
  - Police (local)
  - Fire Brigade
  - London Ambulance Service
  - Freight Transport Association
  - Road Haulage Association

- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign
- London Buses

## 8 Responses to Consultation

- 8.1 The full statutory consultation report, from which Table 1 below was extracted, can be found in Appendix D.

**Table 1 – Statutory Consultation Analysis**

		Count	%
Support or object	Support	40	65%
	Object	17	27%
	Other view	5	8%
	Total	62	100%

- 8.2 The Council received 62 responses during the statutory consultation period, 40 (65%) in support, 17 (27%) who objected and 5 (8%) who had other views on the proposal. Objections have been summarised below, together with the officer response.

### 8.2.1 Objection – Reduction of Parking

Concerns have been raised that parking is already limited and, where there are existing refuge islands, residents are already unable to park in front or near their properties and extending the parking restrictions further, without providing any alternative parking spaces in the area, would result in more frustrated residents not being able to park outside or near their properties.

A resident is concerned that the removal of parking outside their family home will result in them having to walk up or down the road (or even to another streets) every time they need to use their vehicle, which will be very inconvenient for them, as they have a young family. This will mean that they will have to carry their children, car seats, pushchairs etc, on a regular basis to and from their vehicle, which can be difficult.

Concerns have also been raised that the proposed reduction in parking will result in reduced access to residents' homes for tradesmen, who provide essential services to residents. It is already often difficult to find a parking space conveniently located close to one's own home. Removing further parking will have a knock-on effect adversely affecting parking for all residents on and in the vicinity of Ferme Park Road.

#### Officer response

The reduction of parking along Ferme Park Road is required to accommodate the proposed improved crossing points along the road by removing obstructive parking. This will provide adequate intervisibility between all road users, which will assist in tackling road danger and help on the journey to achieve Vision Zero, which is to eliminate all deaths and serious injuries on our roads by 2041. Moreover, the upgraded pedestrian islands along the road will improve pedestrian accessibility, which will benefit all protected groups. For example, pedestrians including those in wheelchairs and parents with push buggies will be able to cross the road on a level surface, with vehicles approaching these crossing points at lower speeds. The reduction in parking will also improve the parking environment, footways and pedestrians traveling to and from their vehicles.

As part of the Vision Zero programme, one of the Council's actions is to keep junctions clear of parking to improve sightlines, with the provision of 10m (minimum) of no waiting and loading restrictions, in line with Rule 243 of the Highway Code. The Council has therefore taken the opportunity to review parking on the side roads along Ferme Park Road and, where viable, have extended the existing waiting and loading restrictions.

Although it has been reported by some respondents that there is a shortage of parking spaces on Ferme Park Road, Haringey has an extensive transport network that can be used by the local community as an alternative to car use. Cars can offer great convenience and mobility but can also reduce the mobility of others by marginalising some road users and discouraging walking and/or cycling because of the way the built environment is designed to favour cars. The right planning approach can encourage a shift towards a wider range of transport options that can help support a healthier and more environmentally sustainable transport system.

It should also be noted that the Parking Policy & Projects Team recently conducted a CPZ review in the Ferme Park Road area, and the results indicated that the local community is happy with the existing CPZ operational hours and that the level of parking in the area is sufficient.

### 8.2.2 **Objection – Raised tables will cause pollution, vibration, and noise issues.**

The Council received objections to the proposed raised tables and junction table, stating that they will cause noise, vibration, and structural issues to their properties.

Several residents have stated that most of the buildings along Ferme Park Road were constructed over a decade ago, and therefore the proposed traffic calming measures may have an adverse effect on the building's structures and their foundations.

Some residents are also reporting that, due to the poor construction of the carriageway along the road, their properties already suffer from noise and vibrations issues, caused by heavy lorries, the W3 bus and even cars, which has resulted in walls to crack/shake and furniture to rattle - this becomes more of an issue when potholes appear in the carriageway.

Residents believe that the introduction of the raised tables will exacerbate this issue. A resident has stated that, should the raised tables be constructed, it will worsen their living experience, including their sleep, devalue and cause damage to their properties and overall will negatively impact residents' mental health and quality of life.

Other objectors are of the view that the proposed raised tables will cause vehicles to brake excessively in order to traverse the raised tables, which will generate noise as well as unsafe brake dust, to such an extent as to make life intolerable for residents.

#### **Officer response**

Vertical deflections in the carriageway such as speed tables are one of the most effective, reliable and cost-effective speed reduction measures currently available. The principle is that the proposed traffic calming measures will slow vehicles down to speeds below or at the limit, and in this way the 20mph limit becomes 'self-enforcing'.

When considering the use of raised tables/junction tables, the Council relies on data provided by the Department of Transport, who commissioned the Transport Research Laboratory (TRL) to carry out track trials to assess the effects which road humps might have in generating ground-borne vibrations when vehicles are driven over them for a sustained period. The results were used to calculate minimum distances which would be

desirable for road humps to be sited from dwellings, according to different soil types. This study showed that even very minor hairline cracking should not occur unless the road humps are placed less than 2m from the dwelling (for London Clay soils type). The speed tables proposed for this scheme adhere to the recommendations from this study.

The proposed raised tables will also be spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). The scheme design includes introducing more regular and lower traffic calming features to achieve uniformity of speed, thus reducing disturbance caused by braking and accelerating, which will also reduce noise and air pollution.

Moreover, the type of raised table proposed will have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds.

With regards to the condition of the carriageway along Ferme Park Road, it should be noted that in December 2023, the Council resurfaced the section of carriageway on Ferme Park Road between Stapleton Hall Road and Ossian Road, which was in poor condition. Other small sections of the road can also benefit from resurfacing to improve the condition and appearance of the road. These sections of the road have been identified and placed on the provisional carriageway resurfacing programme for 2024/25. Funding for planned maintenance of our highways is limited and does not allow all locations identified through condition surveys for maintenance to be addressed. Work therefore needs to be prioritised to locations in most need and thereby make the most effective use of the funding available for this work. However, when potholes meet investigatory levels appear, the Council will raise ad-hoc reactive jobs to repair them.

### 8.2.3 **Objection - Enlarging existing traffic islands will cause noise/vibration issues to neighbouring properties**

Concerns have been raised that enlarging the existing traffic islands and introducing them on raised tables will force buses and other heavy vehicles to drive closer to residential properties, which may lead to additional noise, vibration and structural issues to adjacent properties.

A resident has stated that as buses and other large vehicle approach the existing island outside 132/134 Ferme Park Road at speed, they veer towards his house, which then causes what the resident has described as 'after shocks', resulting in 'everything trembling'. The resident is concerned that enlarging the traffic island outside his property will only drag the buses and other HGVs even closer to the houses, which he believes will 'literally shudder under the impact of these overly heavy vehicles. As a result of the constant moving of the house, there are numerous plaster cracks, which may signal a far deeper underlying concern'.

The resident has also stated that 'buses need to be slowed down as they increase speed in order to approach the hill, and in so doing, crash into an underlying fault line in the road outside 136 which then, literally, moves the ground under my house, causing cracks to the front path, and internal plaster. I have complained about this on a number of occasions without any form of satisfaction. On the way down the hill, the buses are a noise nuisance (in fact they are both ways). I would prefer the island be replaced by a chicane with priority placed on those going up the hill, as the thought of buses having to rev their engines even more right outside family homes is disquieting'.

#### **Officer response**

Pedestrian islands assist in slowing vehicular traffic by narrowing the available carriageway width. They also remind drivers that there may be pedestrians crossing the road. Moreover, as the larger pedestrian islands will be introduced on raised tables, they



will further encourage motorists to traverse the vertical and horizontal traffic calming measure at lower speeds, which is likely to reduce the level of noise, vibrations already being experienced.

The scheme design includes introducing more regular and lower traffic calming features to achieve uniformity of speed, thus reducing disturbance caused by breaking and accelerating, which will also reduce noise and air pollution.

It should also be noted that the proposal consists of relocating the existing traffic island outside 132/134 by approximately 2.5m, south of its current location and removing additional parking by the proposed larger island, which will improve the turning circles for motorists, whilst forcing them to reduce their speed.

With regards to the residents' concerns about the poor condition of the carriageway in the vicinity of 136 Ferme Park Road, this issue has been forwarded to the Highway Inspections Team to investigate and action accordingly.

The issue of the noise created by buses will also be partially addressed by these infrastructure changes, as vehicles will be travelling at lower speeds along the road. The Council has also been lobbying TfL to transition the entire Haringey-operating fleet to hybrid or electric vehicles which will help reduce air pollution.

As part of the design process, a swept-path analysis was conducted to ensure that the proposed larger islands will not impede buses and HGV's from travelling along the road.

#### 8.2.4 **Objection - Relocation of some pavement parking bays back on to the road**

As Ferme Park Road forms part of a frequent bus route, concerns have been raised that the proposal to relocate some of the pavement parking bays back on to the road will create a bottleneck issue, resulting in insufficient space for buses and/or lorries to pass each other, due to a lack of carriageway width, which will result in bus service delays due to traffic congestion and will also increase air pollution on the road.

##### **Officer response**

Footway parking restricts pedestrian access, particularly for wheelchair users, people with limited mobility, people with visual impairments and families with young children.

The relocation of some pavement parking bays back on to the road, will assist in reducing vehicular speeds. This will also increase the footway width available to pedestrians, thus improving pedestrian accessibility. The changes are consistent with Haringey Council's newly adopted Footway Parking Policy, which is available on the Council website - [Briefing for: \(haringey.gov.uk\)](https://www.haringey.gov.uk).

Some respondents are of the view that 'it would have been nice to have found a way to remove all the "2 wheels up" parking to allow more room for pedestrians/pushchairs to pass, currently too narrow'.

Adequate carriageway width is available to accommodate the proposal to relocate some of the parking bays back into the carriageway and for buses to pass each other safely.

It should be noted that a Road Safety Audit (RSA) will be undertaken, should the scheme be approved for implementation. An RSA is a systematic process for checking the road safety implications of highway improvements and new road schemes, which is a specialist process that is carried out independently of design and construction work. RSAs are intended to ensure that operational road safety experience is applied during

the design and construction process in order that the number and severity of collisions are kept to a minimum.

### 8.2.5 **Objection – Haringey Cycling Campaign (HCC)**

The HCC comments are then followed by a Council response.

8.2.5.1 *'The present level of collisions involving pedestrians and cyclists is fairly low. We must be careful that the proposed work doesn't lead to an increase in the low level of pedestrian and cycle casualties'.*

The proposed speed reduction measures on Ferme Park Road were initiated as a result of concerns raised by the local community about speeding and the high level of accidents occurring along the road, which was then investigated and included as part of the Road Danger Reduction Investment Plan. The Council has a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents". Prior to introducing the proposed scheme, we will arrange for a stage 1 and 2 safety audit to be conducted.

8.2.5.2 *'The carriageway widths at new traffic islands should be shown. They should be 3.2m, or alternatively 3.9m or greater (see LTN1/20 table 7.2 p76)'.*

LTN1/20 states that 'widths between 3.2m and 3.9m may encourage close overtaking by motor traffic at pinch points and should not be used. Therefore, the traffic islands have been designed to satisfy these criteria.

The proposal will be amended to include cycle symbol road markings on the approach to all traffic islands along Ferme Park Road, to help guide cycle positioning/direction and to warn motorists that cyclists will be traveling in the centre of the carriageway (primary position) through the traffic islands (pinch points).

8.2.5.3 *'We suggest existing guardrails should be removed at the new work. "Bell" bollards or similar may be needed for footway protection'.*

The guardrail by the proposed relocated zebra on Ferme Park Road by Mount View Road will be removed, subject to the outcome of a safety audit. Footway protection measures will be installed if deemed necessary.

8.2.5.4 *'We urge the relocation of the pedestrian crossing be minimised, to maintain the pedestrian desire line'.*

Chapter 6 of the traffic signs manual states that 'Where a crossing is to be placed near a side-road junction on a major road, the desire line may conflict with visibility requirements for drivers exiting the side road. Crossings may need to be moved off the desire line in order to give drivers enough time to see a crossing and brake safely, but deviations from the desire line should be minimised as far as possible. The exact location of the proposed crossing will be determined at the detailed design stage and will depend on the geometry of the junction and type of side road'.

8.2.5.5 *'We suggest build-outs and "tree gates" (suitably distanced), at all the approaches to the Weston Road Junction, could improve junction safety and reduce the all user casualty level at this location. Collision data shows this is the most dangerous junction on Ferme Park Rd, so investment here would support the Council's Vision Zero policy'.*

The introduction of speed tables along the road will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing'. It is therefore anticipated that vehicles will approach the Ferme Park Road/Weston Park junction at lower speeds, thus improving road safety at this junction.

8.2.5.6 *'It seems inconsistent to remove some, but not all, pavement parking. HCC members living locally suggest parking needs can be met without it, albeit with some increase in residents parking in side roads. We suggest all pavement parking be removed'.*

The proposed layout takes into consideration the current demand for parking in the area. However, if parking demand is reduced then further parking removal can be considered in future works programmes.

8.2.5.7 *There seems to be some inconsistency between the plan and section for the speed table. The ramp appears to be 1850 width in section but minimum 900 width in the plan, which would make it too steep for buses.*

The entry and exit ramp gradients will be 1 in 20 (maximum).

8.2.5.8 *Traffic levels are too high for the design approach intended.*

*'Looking at LTN1/20 as a whole, we suggest the scheme will not comply, as the traffic levels are too high for the design approach intended. Data from the Liveable Crouch End project suggests in 2019 there were around 10,000 vehicles a day using the road. As fig. 4.1 within LTN1/20 states, levels in excess of 6,000 per day, on a mixed traffic road, will make cycling "suitable for few people and will exclude most potential users and/or have safety concerns. This would not accord with the Council's Walking and Cycling Action Plan, or with Vision Zero'.*

The Council's 'Adopted Walking and Cycling Action Plan' does not show Ferme Park Road as a current or future cycle route, due to its geometry, high volumes of traffic and the challenges these present. In this instance, Inderwick Road which is close to Ferme Park Road offers cyclists an alternative route, as it has much lower traffic volumes and has a modal filter at the Tottenham Lane end. Inderwick Road forms part of the older LCN Link 78, as a cycle route from Green Lanes N13 to A503 Seven Sister Road. This route was identified following a cycle route inspections meeting which historically took place with officers, TfL and the HCC, who decided/agreed that Inderwick Road, Denton Road and Oakfield Road was the more appropriate route for the area, as opposed to Ferme Park Road, which was then included in the Council's 'Adopted Walking and Cycling Action Plan'.

However, the Council has an ethos that all roads in Haringey should be safe and convenient for cyclists to use. LTN/120 (7.6.1) states that the 20mph speed limit is being more widely adopted as an appropriate speed limit for access roads and many through streets in built-up areas, however, 'changes to the speed limit will have a limited impact unless there is enforcement or physical measures that make it difficult to drive above the speed limit.' The introduction of speed tables, coupled with the upgraded traffic islands and parking amendments will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing', which will improve road safety for cyclists.

Whilst it is acknowledged that this proposal does not comply with all the LTN1/20 guidelines, this road has been subjected to complaints from residents and councillors for a number of years now. It is also subjected to road traffic collisions, and it is therefore imperative that this issue is addressed now and make the road safer for all road users.

## 8.2.5.9 We urge the Council not to adopt a “one size fits all” approach to road safety.

*‘The HCC recognises physical speed reduction measures can be useful in reducing road danger, however we urge the Council not to adopt a “one size fits all” approach to road safety and to look at the specific conditions for each scheme’.*

*‘The collision data for Ferme Park Road shows the highest concentration of collisions at the junction with Weston Park Road, which already has a full raised table. Unfortunately, traffic calming cannot be relied upon to enforce good driver behaviour and a wider range of measures is needed’.*

The Council does not adopt a 'one size fits all' approach to improving road safety. The Council uses different engineering measures depending on the nature of collisions/complaints, available data, type of road, the users of the road and the road space available.

Officers have investigated the latest 36 months' collision data (01/01/2020 - 31/12/2022) along Ferme Park Road and can confirm that there have been 9 recorded personal injury accidents (PIAs). Two of the PIAs occurred by the Ferme Park Road/Weston Park junction.

According to LTN1/20 (4.4.1) – ‘motor traffic is the main deterrent to cycling for many people with 62% of UK adults feeling that the roads are too unsafe for them to cycle on. Providing protected space has resulted in huge increases of cyclists on routes in London, Manchester, and other major cities. The need to provide protected space for cycling on highways generally depends on the speed and volume of motor traffic’. It is therefore acknowledged that introducing a protected space (cycle lanes) for cyclists on Ferme Park Road is the ideal solution to enable most people to cycle, regardless of the volume of motor traffic, in order to improve cycle accessibility/safety and to encourage the take up of this sustainable mode of transport. However, due the narrow carriageway width along Ferme Park Road, this is not a viable solution.

The carriageway width on Ferme Park Road is approximately 9.0m, therefore introducing 2.0m cycle lanes (which is now the minimum recommended width within LTN1/20), would result in the carriageway being reduced to approximately 5m, which would result in some traffic not being able to pass each other safely. Moreover, all resident parking would need to be removed from both sides of the road, which would be challenging given the parking pressures in the area. Nevertheless, a scheme which further improves cyclists safety on Ferme Park Road, can be explored and considered for inclusion in future works programmes.

As per 4.4.1 on page 33 of LTN1/20 - reducing the speed of motor traffic can create acceptable conditions for on-carriageway cycling in mixed traffic and should always be considered as it delivers other safety and environmental benefits to streets. This is often the only feasible approach on narrow roads lined by buildings. The introduction of speed tables, coupled with the upgraded traffic islands and parking amendments will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become ‘self-enforcing’, which will improve road safety for all road users, including cyclists.

However, in order to further improve cyclists' safety, the proposal will be amended to include cycle symbol road markings on the approach to all traffic islands along Ferme Park Road, to help guide cycle positioning/direction and to warn motorist that cyclists will be traveling in the centre of the carriageway (primary position) through the traffic islands.

8.2.5.10 *Concerns about electric double decker buses*

*'The HCC are concerned that heavier electric double decker buses, as introduced, may cause increased vibration and damage to the houses, where they cross the raised tables on the steep hill. We suggest these tables be omitted, or at least be built to a very accurate bus and cycle friendly sinusoidal profile.'*

The raised tables will be built to bus-friendly specifications. Moreover, as part of the statutory consultation process, LT Buses have been consulted and any feedback received from them will be considered.

8.2.5.11 *Concerns about the proposed chicane parking*

*'The gap between E and W side on road parking is short, effectively creating a chicane. We wonder if buses will be able to safely pass each other at these points and if this will also cause a hazard to cycle riders, having to move out in to the moving traffic. We suggest more car parking be removed to reduce the chicane effect.'*

The scheme has been designed to accommodate bus and cycle movements and has been tracked using a specialist vehicle swept path analysis software program, which is used for analysing the movements of steered and wheeled vehicles. As with all schemes of this nature, a road safety audit (RSA) will be carried out, prior to progressing to implementation, should the scheme be approved. Any issues highlighted by the RSA, will be considered and responded to accordingly.

8.3 **Objection – Bus Stop extension**

A resident is objecting to the proposal to extend the existing bus stop cage on the south-west side of Ferme Park Road N8 outside number 151.

**Officer response**

During the public consultation exercise, a resident raised a concern that there are no parking restrictions outside 151 Ferme Park Road. Following a review of the parking arrangements by this location, officers liaised with TfL Buses, who requested for the bus cage to be extended.

8.4 **Objection - 20mph Speed Limit**

A resident has stated that the existing 20mph speed limit is already low, whilst another resident is of the view, that it is unnecessary to change the 20mph speed limit into a 20mph zone. Some residents also feel that the proposed speed reduction scheme is a waste of money.

**Officer response**

There is a significant difference between the characteristics of a 20mph speed limit and a 20mph zone. 20mph limits are areas where the speed limit has been reduced to 20mph but there are no physical measures to regulate vehicle speeds within the area. Drivers are alerted to the speed limit with 20mph speed limit repeater signs. Whilst 20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles on built-up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit and, in this way, the zone becomes 'self-enforcing'.

8.5 **Other view – the proposals do not go far enough to reduce speeding on the road**

Some residents are supportive of the measures but feel that they do not go far enough to reduce vehicular speeds. They would like additional measures to be introduced in addition to the proposals, such as speed cameras.

Other residents have also stated that the proposed speed tables need to be significantly higher than the existing raised junction table on Ferme Park Road by Weston Park, as cars speed over it.

A resident has suggested introducing a 'priority to oncoming traffic' single lane passage just after Weston Park leading up to Landrock Road, which would reduce speed and impel the bus drivers to approach the ascent of the hill in a more considered manner.

### **Council Response**

Currently, the Council has no mechanism to install speed cameras in the borough without Transport for London's (TfL's) input. TfL has advised that it is currently undergoing a review of its process for assessing speed camera requests. Once this exercise is completed, it will then take on and review new requests. It should also be noted that, whilst speed cameras are effective in reducing vehicle speeds, it is only for a particular section of carriageway, after which most drivers accelerate to their normal excessive speed.

The existing raised junction table on Ferme Park Road by Weston Park has a standard height of 75mm, but due to it being on a bus route, the approach ramps have a shallower gradient as they are required to be built to a bus-friendly specification. For further information, please refer to 'Bus Priority Team technical advice note BP2/05'. The additional traffic calming measures proposed for this scheme will be constructed in accordance with BP2/05, the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). The proposed raised tables will complement the existing table and will be spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). The scheme design includes introducing more regular and lower traffic calming features to achieve uniformity of speed, thus reducing disturbance caused by breaking and accelerating, which will also reduce noise and air pollution.

With regards to the suggestion to introduce 'priority to oncoming traffic'/ chicane, this option was explored, but dismissed. Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The disadvantage of this measure is that motor vehicles with priority are not required to reduce their speed, whilst motor vehicles without priority may race to get to the chicane before an oncoming vehicle approaches or swerve dangerously around the chicane. Moreover, the removal of a large number of parking spaces would be required, which will be unpopular with the local community.

8.6 **Other View - More traffic calming measures required on Ferme Park Road near Tottenham Lane**

Concerns have also been raised about the lack of further traffic calming measures at the Tottenham Lane junction, as it has been reported that ‘vehicles traverse the mini roundabout and the turn into Ferme Park Road at high a speed, making crossing the road a nerve-racking experience’.

**Council Response**

The Council will be consulting with the local community on additional proposals to improve road safety/pedestrian accessibility and the operation of the Ferme Park Road/Tottenham Lane junction in due course.

8.7 It is noted that the Local Authorities Traffic Orders Procedures (England and Wales) Regulations 1996 (“LATOR”) sets out when local authorities should hold a public inquiry and when it has the discretion of whether or not to hold a public inquiry prior to the making of a TMO. Whilst the order does prohibit loading/unloading from sections on both sides of the road, the total reduction in loading on each side is still within the parameters set out under 9(4)(b) LATOR. In addition, the order does not prohibit or restrict the passage of public service vehicles, therefore there is no *obligation* to hold a public inquiry, but the Council has a discretion whether or not to do so.

8.8 This report does not include the recommendation to hold a public inquiry on account of the above, and that the project will contribute towards improved safety and road danger reduction and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

8.9 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 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.”*

Officers consider that the following are of particular relevance, given the objectives of the proposals:

To address road danger by reducing motor vehicles speeds through the introduction of speed tables.

- To improve road safety by providing dedicated crossing points allowing pedestrians to utilise the zebra crossings to safely get from one side of the road to the other.
- To provide a safe and convenient movement of pedestrians. This will also benefit child pedestrians travelling to and from the nearby schools.
- To not restrict the passage of public service vehicles.

**9 Contribution to strategic outcomes**

9.1 The installation of speed reducing measures at this location will support the delivery of the Council’s Road Danger Reduction Action Plan, by reducing vehicular speed and improving road safety. It will also support the delivery of the Council’s wider [Transport Strategy](#) encouraging walking, reducing speed, encouraging cycling as road users will feel more confident and safe.

9.2 The work also supports the **Responding to the Climate Emergency** Theme in the Corporate Delivery Plan, particularly the high-level outcome of '**A Just Transition**'. The provision of the new zebra crossing forms part of the actions needed to achieve '*reduced casualties and safer road network in Haringey.*'

9.3 The improved crossing points along Ferme Park Road will support the delivery of the Council's Road Danger Reduction Action Plan action, by improving road safety. It supports the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- 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

It will also support the delivery of the Council's wider [Transport Strategy](#), encouraging walking as road users will feel more confident and safe.

## 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 and provision of safer crossing points, will encourage more people to seek active transportation modes such as walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.

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 Finance

11.1 This report seeks the approval for the implementation of the proposed speed reducing measures on Ferme Park Road for a total cost of circa £375k. The cost of this proposal will be fully met from the current Council's capital programme plan.

## 12 Legal

12.1 The Council must in accordance with section 39 of the Road Traffic Act 1988 prepare and carry out a programme of measures designed to promote road safety. It must also carry out studies into accidents arising out of the use of vehicles and must, in the light of those studies, take such measures as appear to the Council to be appropriate to prevent such accidents, including the construction, improvement, maintenance or repair of roads for the maintenance of which it is responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.



- 12.2 The Council has power under the Highways Act 1980 to carry out works for the improvement of highways, and for promoting safety on and around highways. Traffic calming measures such as road hump installation are authorised by sections 90A – 90B of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999.
- 12.3 It shall be the duty of a local traffic authority to execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with the establishment, alteration or removal of crossings in accordance with regulations having effect under section 25 of the Road Traffic Regulation Act 1984, or in connection with the indication of crossings in accordance with such regulations.
- 12.4 Section 66 of the Highways Act permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway.
- 12.5 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public.
- 12.6 For the most part, the measures proposed can only be implemented after a statutory consultation process and after proper and meaningful consideration of any formal representations. As set out in this report a statutory consultation was carried out which the decision maker must consider first before deciding whether or not to approve the recommendation in this report.
- 12.7 Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. Having considered the objections to the proposal and the reasons set out in paragraphs 8.7 and 8.8 of this report, it would be lawful for the Council to decide not to hold a public inquiry.

### **13 Equality**

- 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 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the council's proposals.
- 13.3 Having speed reducing features installed will be of benefit to all sections of the community. It will improve the local environment and road safety for all road users particularly vulnerable groups such as children, the elderly and those with disabilities.

- 13.4 'Age' is a protected characteristic, by increasing the safety of children, it will have positive equalities impact. Safe journeys to/from school and cycling will be encouraged with reduction in the number and severity of injuries to road users due to reduction in accident levels.
- 13.5 Ferme Park Road is in proximity to several schools (St Aidan's VC Primary School, St Peter's and St Gildas' Infant & Junior Schools, Hornsey School for Girls) and therefore schoolchildren and women as their carers are likely to be some of the key beneficiaries of this scheme in terms of safe and active travel to/from school.

## 14 **Use of Appendices**

- Appendix A – Statutory consultation letter and plan
- Appendix B – Consultation boundary
- Appendix C – Legal notice
- Appendix D – Full consultation report

**Highways**

Ann Cunningham: Head of Highways &amp; Parking



29 November 2023

[https://online1.snapsurveys.com/ferme\\_park](https://online1.snapsurveys.com/ferme_park)**Statutory Consultation****Proposed speed reduction measures on Ferme Park Road**

Dear Resident or Business,

I would like to thank all who participated in the original public consultation conducted from 11 April to 5 May 2023, on proposals to introduce speed reduction measures on Ferme Park Road. We received 70 responses to the public consultation: 45 (64%) in support, 17 (24%) who objected and 8 (11%) who had other views on the proposal.

We considered all feedback received during the consultation period and in view of the majority support, the council has decided to proceed to statutory consultation, which is a formal process whereby the proposals are advertised in the local press.

The proposed measures will help to improve road safety and pedestrian accessibility. Details are listed below and illustrated on the attached plan.

- Provision of new speed and junction tables along Ferme Park Road
- Replacement of the existing refuge island outside 130/132 with a raised table and a larger pedestrian island
- Replacement of the existing refuge island with a raised zebra crossing outside 69/71
- Replacement of the existing zebra crossing on Ferme Park Road by Mount View Road with a raised zebra crossing and larger island, 5m to the west of its current location. This will also include removing the existing guard rail panels.
- Replacement of the existing refuge island outside 40/42 with a raised table and a larger pedestrian island
- Replacement of the existing zebra crossing outside the Londis supermarket with a raised zebra crossing
- Relocation of some pavement parking bays (known as “2-wheels up”) back on to the road
- Introduction of cycle symbol road markings on the approach to all traffic islands along the road.

Highways & Parking  
Level 4, Alexandra House  
10 Station Road, Wood Green  
London, N22 7TR

[www.haringey.gov.uk](http://www.haringey.gov.uk)

The measures will include the removal of some parking to improve visibility. We will also be installing double yellow lines (no waiting or loading) on Ferme Park Road at its junction with side roads. Where appropriate the double yellow lines will extend for at least 10 metres.

In addition to the above measures, the Council is also proposing to convert Ferme Park Road from a 20mph speed limit to a 20mph zone, as all the roads adjacent to Ferme Park Road are currently in a 20mph zone. 20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles in built-up areas. The principle is that the proposed traffic calming measures will slow vehicles down to speeds below or at the limit, and in this way the 20mph limit becomes 'self-enforcing'.

A larger plan of our proposals can be seen on the current road safety consultations page of our website: [www.haringey.gov.uk/road-safety-consultations](http://www.haringey.gov.uk/road-safety-consultations)

The statutory consultation process normally runs for three weeks but given the approaching Christmas holiday period, it will run for five weeks until **05th January 2024**. The statutory process is designed to allow anyone to respond to the consultation and those wishing to object to the proposals will have their views considered and responded to.

You can give us your views, comments, or objections by scanning the QR code above, or using the link to complete our online feedback form. Alternatively, you can email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or use the enclosed Freepost feedback card. If you object to the scheme, please give reasons for your objection.

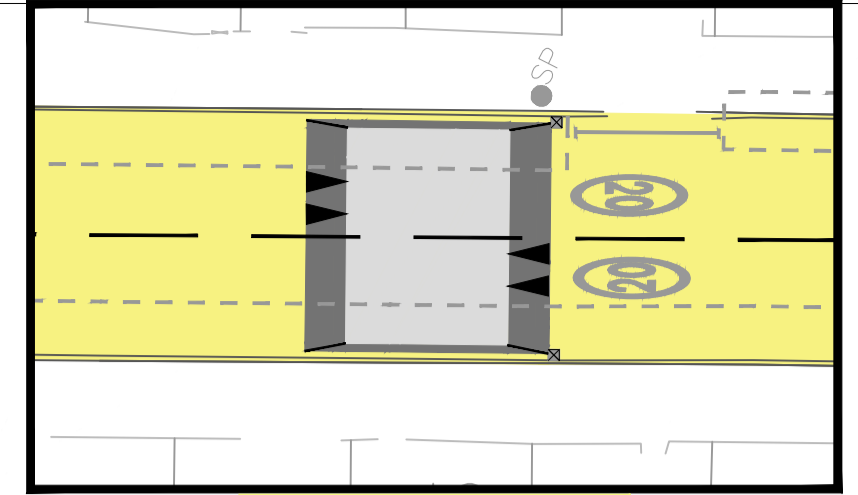
Thank you for your interest and we look forward to hearing from you.

Yours faithfully,



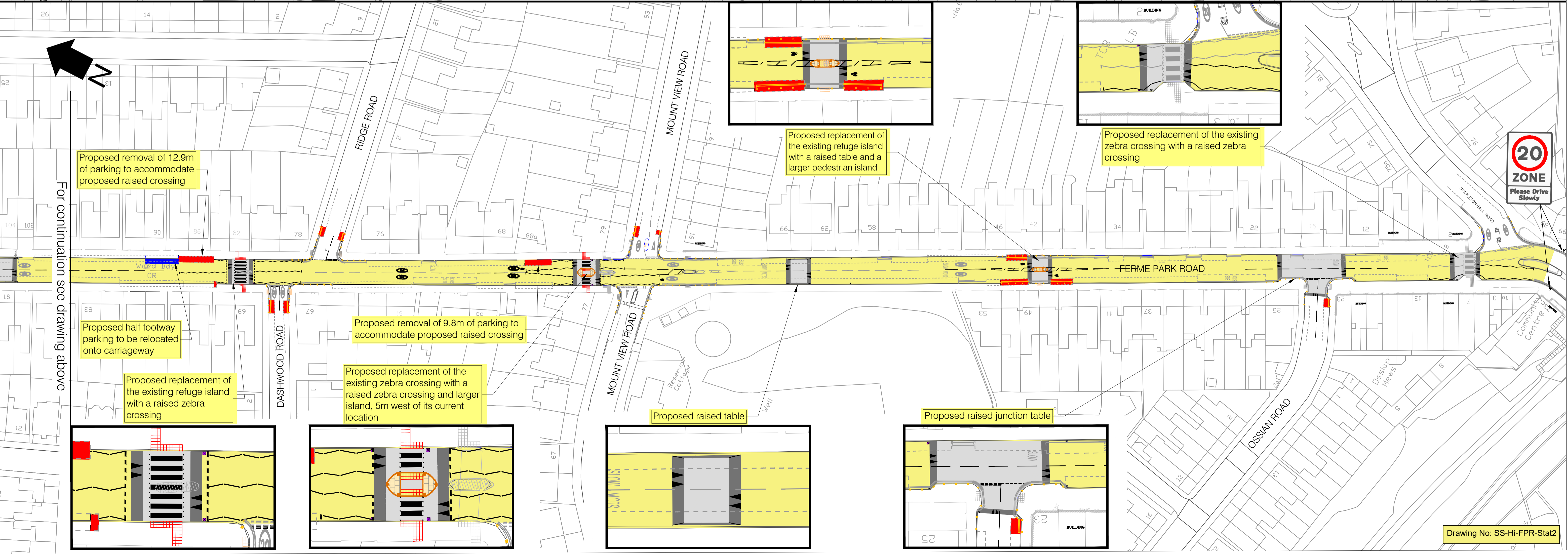
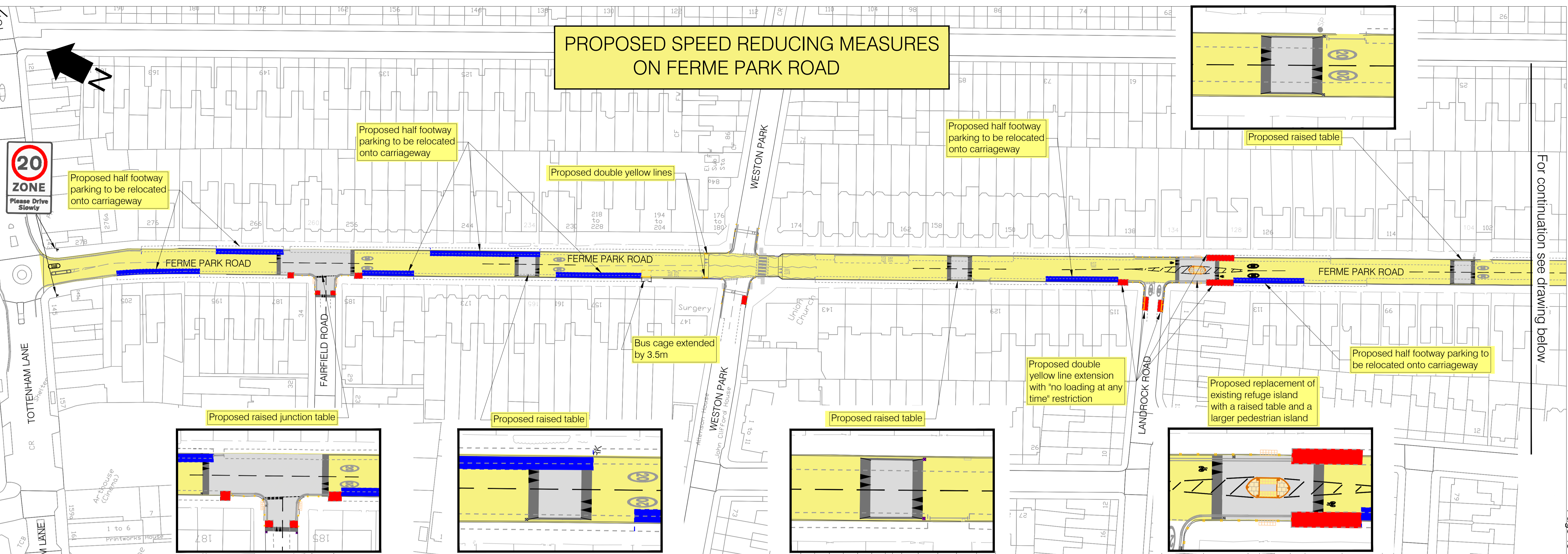
Ann Cunningham  
Head of Highways and Parking

# PROPOSED SPEED REDUCING MEASURES ON FERME PARK ROAD



Proposed raised table

For continuation see drawing below

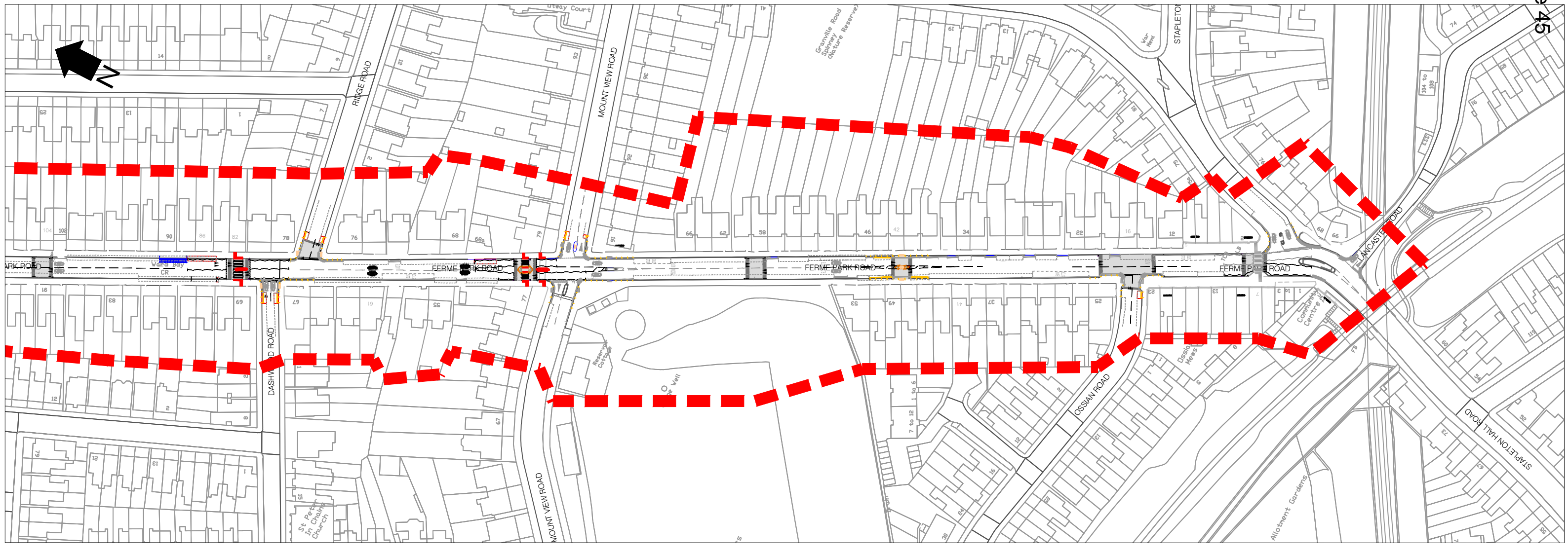
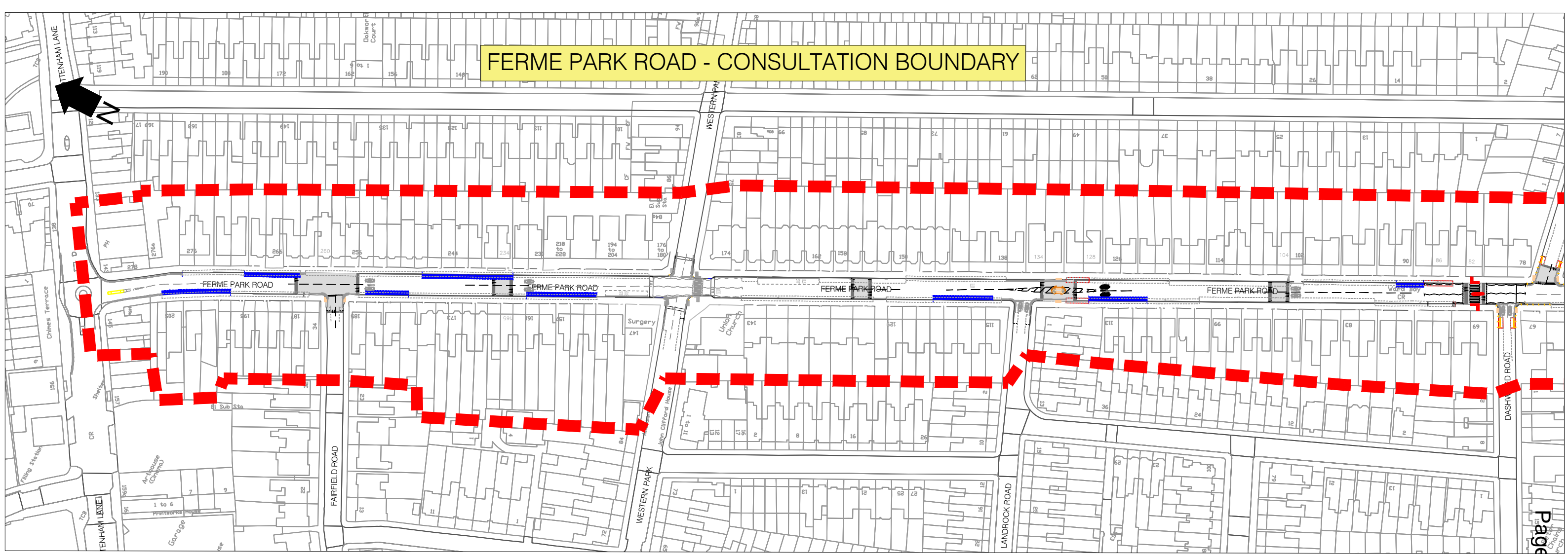


For continuation see drawing above



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# FERME PARK ROAD - CONSULTATION BOUNDARY



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# Public Notice

## PROPOSED SPEED REDUCTION SCHEME – FERME PARK ROAD N8

The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.\*\*\*) Order 202\*

The Haringey (Charged-For Parking Places) (Amendment No. \*\*\*) Order 202\*

The Haringey (Moving Traffic Restrictions) (Amendment No.\*\*\*) Order 202\*

T26

**Notice is hereby given** that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 45, 46, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended and under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 to introduce a raised speed table and remove footway parking places under section 15 of the GLC General Powers Act 1974 and Section 23 Road Traffic Regulation Act 1984 to implement a raised Zebra Crossing on Ferme Park Road N8.

### The general effect of the Orders would be:-

1. To convert the following length of Ferme Park Road N8 from a 20mph speed limit to a 20mph zone; from its junction with Tottenham Lane to a point outside No.66 Stapleton Hall Road.
2. To relocate resident permit holders parking bays on Ferme Park Road N8 from the footway into the carriageway at the following locations:
  - (a) SOUTH WEST SIDE: From outside No.205 to outside the shared property boundary of No.197/199, a distance of 30 metres.
  - (b) NORTH EAST SIDE: From outside No.270 to outside the shared property boundary of No.264/262, a distance of 25 metres.
  - (c) SOUTH WEST SIDE: From outside the shared property boundary of No.185/183 to outside No.179, a length of 18.60 metres.
  - (d) NORTH EAST SIDE: From outside the shared property boundary of No.232/234 to outside No.246, a length of 40 metres.
  - (e) SOUTH WEST SIDE: From outside the shared property boundary of No.161/163 to outside the shared property boundary of No.151/153, a length of 31.10 metres.
  - (f) SOUTH WEST SIDE: From outside No.115 to outside No.123, a length of 26.3 metres.
  - (g) SOUTH WEST SIDE: From outside the shared property boundary of No.107/109, north west for 26 metres.
  - (h) NORTH EAST SIDE: From outside No.88 to outside No.90, a length of 12 metres.
3. To replace small sections of resident permit holders parking bays with double yellow lines and double kerb blips at the following locations:
  - (a) SOUTH WEST SIDE Ferme Park Road N8: Outside shared property boundary of No.34 Fairfield Road/No.187 Ferme Park Road, a length of 2.5 metres.
  - (b) SOUTH WEST SIDE Ferme Park Road N8: Outside No.185, a length of 3 metres.
  - (c) BOTH SIDES Fairfield Road N8 outside No.34 Fairfield Road and adjacent to No.185 Ferme Park Road, a length of 1.5 metres.
  - (d) SOUTH SIDE Weston Park N8: Outside Union Church, a length of 3 metres.
  - (e) SOUTH WEST SIDE Ferme Park Road N8: Outside No.115, a length of 3.7 metres.
  - (f) BOTH SIDES Landrock Road N8: Outside No.1 Landrock Road, a length of 4.5 metres and opposite No.1 Landrock Road, a length of 5 metres.
  - (g) BOTH SIDES Ferme Park Road N8: Outside and opposite No.130/128, a length of 10 metres on either side.
  - (h) BOTH SIDES Dashwood Road N8: Adjacent to No.67 Ferme Park Road, a length of 4.5 metres and adjacent to No.69 Ferme Park Road, a length of 5 metres.
  - (i) BOTH SIDES Ridge Road N8: Adjacent to No.78 Ferme Park Road, a length of 3.5 metres and adjacent to No.76 Ferme Park Road, a length of 3.1 metres.
  - (j) BOTH SIDES Mount View Road N8: Outside No.79 Mount View Road, a length of 5 metres and outside No.16 Mount View Road, a length of 1.5 metres.
  - (k) SOUTH WEST SIDE Ferme Park Road N8: Outside No.45 to the shared property boundary of No.51/53, a length of 26.3 metres.
  - (l) NORTH EAST SIDE Ferme Park Road N8: Outside No.44, a length of 7.5 metres.
4. To introduce double kerb blips at the location of the existing double yellow lines at the following locations:
  - (a) SOUTH WEST SIDE of Ferme Park Road either side of its junction with Fairfield Road N8, a length of 7.3 metres in each direction.
  - (b) BOTH SIDES of Fairfield Road N8 from its junction with Ferme Park Road, a length of 5.10 metres.
  - (c) BOTH SIDES of Weston Park N8 adjacent to No.147 Ferme Park Road, a length of 9.3 metres, and outside Union Church a length of 7.5 metres, adjacent to No.176 to 180 and No.174, a length of 10 metres.
  - (d) SOUTH WEST SIDE of Ferme Park Road from its junction with Landrock Road to outside No.115, a length of 5.8 metres.
  - (e) SOUTH WEST SIDE of Ferme Park Road from its junction with Landrock Road to a point adjacent to No.1 Landrock Road, a length of 14 metres.
  - (f) NORTH EAST SIDE of Ferme Park Road N8 outside the shared property boundary of No.138/136 to the shared property boundary of No.132/130, a length of 25.9 metres.
  - (g) BOTH SIDES of Landrock Road N8 from its junction with Ferme Park Road for 5.8 metres.
  - (h) BOTH SIDES of Dashwood Road N8 at its junction with Ferme Park Road a length of 6 metres.
  - (i) SOUTH WEST SIDE of Ferme Park Road N8 opposite its junction with Ridge Road, a length of 11 metres.
  - (j) BOTH SIDES of Ridge Road N8 at its junction with Ferme Park Road, a length of 8 metres.
  - (k) NORTH EAST SIDE of Ferme Park Road N8 from its junction with Ridge Road north west for 2.9 metres to outside No.78.
  - (l) NORTH EAST SIDE of Ferme Park Road N8 from its junction with Ridge Road south east for 10.5 metres to outside No.76.
  - (m) BOTH SIDES of Mount View Road N8 from its junction with Ferme Park Road east for 9 metres (outside No.79 and No.16 Mount View Road).
  - (n) BOTH SIDES of Mount View Road N8 from its junction with Ferme Park Road west for 11 metres (outside and opposite No.77 Mount View Road).
  - (o) BOTH SIDES of Ferme Park Road N8 from its junction with Mount View Road, south east for 22 metres.
  - (p) NORTH EAST SIDE Ferme Park Road N8: Outside No.46, a length of 3.4 metres.
  - (q) NORTH EAST SIDE Ferme Park Road N8: Outside No.38 to No.42, a length of 15 metres.
  - (r) SOUTH WEST SIDE of Ferme Park Road N8 from its junction with Ossian Road to the shared property boundary of No.25/27, a length of 14.5 metres.
  - (s) SOUTH WEST SIDE of Ferme Park Road N8 from its junction with Ossian Road to outside No.21, a length of 8 metres.
  - (t) BOTH SIDES of Ossian Road from its junction with Ferme Park Road for 5.4 metres.
  - (u) BOTH SIDES of Stapleton Hall Road N8 from its junction with Ferme Park Road for 10 metres.
5. To extend the bus stop by 3.5 metres on the south west side of Ferme Park Road N8 outside No.151.
6. To introduce double yellow lines on both sides of Ferme Park Road outside No.147, a length of 2 metres and outside No.176-180, a length of 1.5 metres.
7. To replace shared use permit holders parking/pay to park bays with double yellow lines and double kerb blips on south side of Ossian Road N8 adjacent to No.23 Ferme Park Road for a length of 3.5 metres.
8. To replace permit holders parking with double yellow lines and double kerb blips on north side of Ossian Road N8 adjacent to No.25 Ferme Park Road for a length of 4 metres.

# Public Notice

9. Raised speed tables will also be introduced at the following locations (these will be the full width of the carriageway unless otherwise stated and a maximum height of 75mm):
- Ferme Park Road N8 from the shared property boundary of No.254/256 to outside No.187, a length of approx. 28.4 metres inclusive of ramps. To also include Fairfield Road junction with Ferme Park Road, a length of approx. 8 metres inclusive of ramp.
  - Ferme Park Road N8 outside No.165/167 and No.234/236, a length of approx. 9 metres inclusive of ramps (This speed table will have a 250mm channel either side for drainage).
  - Ferme Park Road N8 outside No.154/156 and No.131/133, a length of approx. 9 metres inclusive of ramps (This speed table will have a 250mm channel either side for drainage).
  - Ferme Park Road N8 outside No.134 to No.130, a length of approx. 16 metres inclusive of ramps.
  - Ferme Park Road N8 outside No.104/106 and No.91/93, a length of approx. 9 metres inclusive of ramps (This speed table will have a 250mm channel either side for drainage).
  - Ferme Park Road N8 outside No.64/66, a length of approx. 9 metres inclusive of ramps (This speed table will have a 250mm channel either side for drainage).
  - Ferme Park Road N8 outside No.47/49 and No.40/42, a length of approx. 9 metres inclusive of ramps.
  - Ferme Park Road N8 from outside No.20/25 to outside the shared property boundary of No.12/14, a length of approx. 25 metres inclusive of ramps. To also include Ossian Road junction with Ferme Park Road, a length of approx. 6.4 metres inclusive of ramp.
10. To remove resident permit holders parking bays on Ferme Park Road N8 and replace with white zigzag markings for a new pedestrian crossing as detailed below:
- NORTH EAST SIDE: Outside No.84 to outside No.88, a length of 12.9 metres.
  - SOUTH WEST SIDE: Outside No.71, a length of 1 metre.
  - NORTH EAST SIDE: Outside No.68a, a length of 10 metres.
11. It is proposed that a raised Zebra Crossing (this will be the full width of the carriageway and a maximum height of 75mm) would be introduced on Ferme Park Road N8, with the centre located outside of No.82 and No.69. The crossing would be supported with associated zig-zag markings, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossing; no more than 17 metres in both directions.
12. The existing Zebra Crossing on Ferme Park Road N8 adjacent to No.77/79 Mount View Road will be raised and outside No.2 and No.7 Ferme Park Road will be raised (this will be the full width of the carriageway and a maximum height of 75mm).

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [Frontline.Consultation@haringey.gov.uk](mailto:Frontline.Consultation@haringey.gov.uk) or write to Parking Team, Alexandra House, 4<sup>th</sup> floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T26**, by 20<sup>th</sup> December 2023.

Dated: 29<sup>th</sup> November 2023  
Ann Cunningham  
Head of Highways & Parking



## Proposed speed reduction measures on Ferme Park Road

Statutory Consultation Report 9 January 2024

Details of the proposed measures delivered to Residents on 29 November. The consultation ran for five weeks and closed on 5 January 2024

### Support

		Count	%
Support or object	Support	40	65%
	Object	17	27%
	Other view	5	8%
	Total	62	100%

### Support by Road

		Support or object					
		Support		Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road	Ferme Park Rd	39	66%	17	29%	3	5%
	Fairfield Rd	0	0%	0	0%	1	100%
	Stapleton Hall Rd	0	0%	0	0%	1	100%
	Landrock Rd	1	100%	0	0%	0	0%
	Total	40	65%	17	27%	5	8%

### Comments and reasons for Objections / Support

Road	Support or object	Comments & reasons for objecting
Ferme Park Rd	Other view	I support the introduction of speed reduction measures; however it is unclear whether this will impact the parking bays outside of our house. Please confirm as <b>if these are removed I would object to the proposal.</b>

Ferme Park Rd	Other view	The traffic calming measures are good and cannot come soon enough. However the raised table directly in front of our (234 and 236 Ferme Park Road Residents Association) seems spiteful given that our standalone property shakes whenever there is an uneven surface, or a pothole. The raised table should be moved to just before Weston Park on our side is the road i.e. across the road from the bus stop.
Ferme Park Rd	Object	Measures around 256 Ferme Park Road are ridiculous. - <b>4 parking spaces are removed without any alternative suggested.</b> - all parking is now on the street which means even bigger traffic jams every day, delayed W3 buses and polluted air - why does the bus cage need an extension? This crossroads already has a raised table, so what will change? No one speeds at this part of the road, so I'm not sure what problem you are trying to solve
Ferme Park Rd	Object	Given the absence of speeding issues in the vicinity of 256 Ferme Park Road, I remain uncertain about the underlying problem that these changes intend to rectify. What I don't like: - <b>Taking away four parking spots without giving us any other options.</b> - Now everyone has to park on the street, making traffic worse every day. It's slowing down the W3 buses a lot and making the air dirtier. - I don't get why the bus cage is getting bigger here. We already have a raised part on the road
Ferme Park Rd	Object	Agree that traffic needs controls. Speed cameras would raise huge amounts of money. Your proposals <b>will reduce the number of parking spaces + reduce access to our homes for builders and services.</b> Access will be extremely difficult. Not surprised that the majority who votes yes will not be affected by access issues.
Ferme Park Rd	Object	If <b>parking is removed around 256 Ferme Park Rd, we really do need alternatives.</b> There are also too many restrictions around this part of FPR - including delays for the W3 buses as the roads become congested
Ferme Park Rd	Object	Haringey Cycling Campaign has already commented that these proposals fall short of fulfilling the Council's policies on active travel, and I note no adjustments have been made. Can you please register our objection
Ferme Park Rd	Object	I have read and agree with the published objections to this scheme. The object to reduce excess speed could be achieved far more simply by installing speed cameras. You did not consult residents about what other options are available. It will cause major disruption to what is already a busy road and the W3 bus service will be slowed down even further by the lack of passing places. The introduction of <b>speed bumps will make the journey even more uncomfortable</b> , especially for the elderly and disabled. We already have a raised table by our house and the whole house shakes when buses and heavy lorries go by.
Ferme Park Rd	Object	Speed table on hill near #42 will cause vibration. Even now <b>heavy lorries make the houses shake.</b> Also the project is a waste of money. It would be much more sensible to fix the drains which currently cause flooding

Ferme Park Rd	Object	The proposal includes installation of ramps outside our property which will result in vibrations to the building. An alternative would be introduction of speed cameras. We <b>object to the raised ramps</b> as this can result in damage to our (and other properties) and we would urge the council to consider speed cameras instead. This can negatively impact the value of our property and result in structural fatigue and damage.
Ferme Park Rd	Object	We live in Ferme park road in a house built in the 1950s. The house is more prone to vibrations than other houses along Ferme park road due to the fact it is, uniquely, a post-war detached property, constructed in a space created by an incendiary bomb. We therefore would like to <b>oppose having a ramp built right outside our house</b> . We propose positioning it just opposite the bus stop before Weston park.
Ferme Park Rd	Object	This is a main through route for buses in crouch End, and we already get traffic problems because of buses and cars not being able to pass each other. I believe the alternating pavement and parking bay ( <b>chicanery</b> ) <b>will make this problem much much worse.</b> , as well as creating more traffic issues going on to Tottenham Lane.
Ferme Park Rd	Object	Object to the proposal to implement speed reduction measures on Ferme park road. I am a resident and while I have nothing against speed reduction measures on the road generally, this specific proposal means a <b>loss of parking spaces that will have a material impact on me and my family</b> . We will lose the parking bays outside our home and across the road. Parking spaces will be scarcer and we do not have a driveway. Having to walk up the road (or even to another street) every time we need to get in our car will be a significant inconvenience for us. Especially given we have a toddler and another baby on the way, meaning we have to carry children, car seats, pushchairs etc to put car regularly. We would much prefer a speed reduction initiative that doesn't involve the loss of parking outside family homes with no driveways, and I would hope some consideration is given to those of us who live here and have to deal with the repercussions of these changes every day.
Ferme Park Rd	Object	Having lived in Ferme Park road for many years I strongly object to the proposals both to implement further speed control measures (20mph is already too low) and <b>object to the removal of any of the parking bays</b> .
Ferme Park Rd	Object	I object to this change in the basis that you are <b>removing the parking bays</b> outside of our property. Please reconsider your plan to remove spaces outside of xx Ferme Park Road.
Ferme Park Rd	Object	<b>moving parking onto the carriageway will cause congestion of traffic.</b> At the moment where there is parking on the carriageway there is just about enough room for a car to pass another car on the road. There is not enough room for a car and bus to pass each other. Ferme park road is on the W3 bus route. The cars have to stop and give way to the oncoming bus. This will be worse with more carriageway parking. I am not sure where 2 buses will be able to pass each other. There is already a 20mph speed limit it is unnecessary to make it into a 20mph zone

<p>Ferme Park Rd</p>	<p>Object</p>	<p>I'm resident in Ferme Park Road. I provided feedback to the original consultation, to which I received a polite response promising my detailed submission would be looked into and replied to, but since then I have heard nothing further. I would appreciate you seeing my original message as I believe my concerns are legitimate and appear to have been overlooked in your circular of 29/11/23. My principle concern surrounds the impact the buses are having on my property, and particularly, pushing them closer to my house if the proposed larger traffic island further reduces the road space. The buses need to be slowed down as they increase speed in order to approach the hill, and in so doing, crash into an underlying fault line in the road outside 136 which then, literally, moves the ground under my house, causing cracks to the front path, and internal plaster. I have complained about this on a number of occasions without any form of satisfaction. On the way down the hill, the buses are a noise nuisance (in fact they are both ways). Given the magnitude of these concerns I'm surprised no-one has communicated further with me about them. Maybe I'm just too polite for my own good. I would prefer the island be replaced by a chicane with priority placed on those going up the hill, as the thought of buses having to rev their engines even more right outside family homes is disquieting. Whilst I fully applaud the initiative to slow the traffic down, we really need the householders, and not just the drivers, properly considered in this matter. Could you please have someone come back to me on the above as I'm genuinely concerned about the impact this is going to have on not just me, but the general neighbourhood.</p>
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<p>Ferme Park Rd</p>	<p>Object</p>	<p>2023 ORIGINAL SUBMISSION FROM ABC I have lived here for many years. Firstly, I would say speed reduction measures are long overdue on FPR, so I support in principle the proposals laid out in your letter of 11/04/23. I would like to voice some concerns however which I sincerely hope are listened to, as previous history shows Haringey very rarely listen to such concerns. Over the years I have logged complaints about the manner in which the buses thud into the road outside my home, which have simply been ignored or batted off to Thames Water, who equally do absolutely nothing to help an increasingly aggravating, unsettling and upsetting situation. You will appreciate this is our home, we have lived here for years, and categorically I can assure you the situation is worsening, not improving, and as a high level Council Tax payer, I feel as if my issues simply aren't being addressed. I believe there are opportunities to improve matters, though alternatively, they may make matters even worse. My fear is that enlarging the traffic island will only drag the buses and other HGVs even closer to houses, which, as previously mentioned, literally shudder under the impact of these overly heavy vehicles. As a result of the constant moving of the house, there are numerous plaster cracks, which may signal a far deeper underlying concern. I believe the buses are either too heavy for the road, or the road simply isn't fit for purpose. As the buses accelerate up from the Weston Park stop, they crash into a small pothole which is adjacent to the end of the parking bay. If the slot is available, I have taken to parking my car as far to the edge of the bay as possible to push the buses away from the dip in order to prevent the impact, which genuinely, is incredibly disquieting, especially early morning or late at night, though this has cost me money in parking fines on the occasion my wheel might be one inch over the white line (all because I'm not being listened to by the council). My guess is the buses accelerate to a speed well over the 20mph limit in order to gain sufficient traction to get up the hill. As they approach the island at speed, they veer towards my house, which then causes what I can only describe as 'after shocks', and again, everything trembles. Can you imagine what sleeping at the front of the house feels like? It's really upsetting. I think widening the island is therefore going to make matters worse for me and my neighbours, who feel the same way that I do. I would therefore like you to consider either removing the island altogether or doing something to come up with a measure to make the road a better place for the residents, if as expected, the bus route remains in place. Equally, if speed humps are introduced around the proposed 'traffic island', it will surely just provide further impact obstacles for the buses to crash into. My thought would be to introduce a 'priority to oncoming traffic' single lane passage just after Weston Park leading up to Landrock Road, which would reduce speed and impel the bus drivers to approach the ascent of the hill in a more considered manner. If this can't be done, please consider alternatives, otherwise I would like to formally object to your proposal on the basis of it worsening the living experience, devaluing my property, damaging my property and overall negatively impacting the</p>
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		<p>mental health of me, my family, and neighbours. Please do respectfully consider all of the above. You will hopefully appreciate this is our life, which is genuinely made worse through the impact the W3 has on the road and our property. Finally, I would warmly welcome a visit from someone in the Highways team, or your team, to actually come around and experience this first-hand, or review the photos and videos I have previously uploaded to the Haringey pothole website, which show what looks like the most insignificant of dips in the road, but which causes unnecessary and undue stress and anxiety through my representations have been consistently ignored. My mobile number to arrange such a visit is XXX. I look forward to hearing back from you as soon as possible.</p>
<p>Ferme Park Rd</p>	<p>Object</p>	<p>Dear Haringey Council, I am a resident at Ferme Park Rd, London N4 and I would like to submit an objection to the new speed deterrents being proposed by the council, as I understand that their installation will mean that <b>several parking bays will need to be removed</b> from the street. The street is already crowded with cars, and although I do not have one myself, I often have friends staying or workers at the house who require parking and it's already extremely difficult. My neighbours have a toddler and are expecting a second baby shortly, and removal of more parking will make their lives extremely difficult as it will mean they have to carry two children and a pushchair from potentially very far away if they aren't able to park outside the house. While I am supportive of measures to reduce speed of cars on the road, I would like to suggest alternative options be considered - I would absolutely not object to any measures to reduce speed that would not impact the availability of parking.</p>



Ferme Park Rd	Object	<p>Hard to understand the logic of this proposal as I've lived here for years and I'd like to see the studies of actual traffic as I've not seen the usual rubber hose traffic counter ever, the proposals are a knee jerk reaction to local parents who think that there is a need to create crossings every 100 yards. As a local I know for a fact there is virtually no history of accidents here - certainly not to warrant the over-the-top proposals including parking space removal which will not make any difference to the visibility. In fact the main problem to vision of traffic coming out of Dashwood road and the cause of 90 % of all problems, is the post box which obscures the view of any traffic coming out as it's right on the corner. ,if you would have done any local research at all you would know this - instead of listening to a few lazy people who are too idle to walk to the zebra crossing 100 yds away. Where is the actual evidence of any accidents? I've used this crossing thousands of times with my children going to school, and never had a problem. This is a <b>costly and pointless waste of money, Reduced parkign space will cause congestion</b> on other roads as the cars will not just go away in fact in the adjacent Nelson Rd where speed bumps have been installed there is no parking loss at all where the bumps are located. It's a monstrous waste of money. I have in fact been knocked down twice outside my house on Ferme Park Rd on one occasion breaking my collarbone and another fall caused by a bicycle riding on the pavement. This is quite apart from the problem of fully loaded buses coming up the hill and having to come to a standstill then start again crawling up the hill. You should at least ask the people who actually live here not ask the opinion of a few people who spend 5 minutes a day crossing here again where are the actual figures not the <i>might, could, possibly</i>, projections. Try teaching children to safely cross the road like I did with my children who crossed here twice daily for years and never had a problem.</p>
Ferme Park Rd	Support	
Ferme Park Rd	Support	
Ferme Park Rd	Support	Consider noise reduction measures too.
Ferme Park Rd	Support	<p>Any measures to help with what is currently a dangerous road are a positive step. Over the past decade I've seen so many terrible accidents. Over turned cars, collisions with cyclists and even pedestrians. Sometimes multiple times a week. I was once mid-way through discussing with someone how dangerous the road was while walking up the hill and a car overtook on the wrong side of the traffic island and collided with a parked car about 20ft ahead of us! The noise of speeding cars alone is enough to cause speed measures, but with multiple serious incidents, it's vital.</p>
Ferme Park Rd	Support	<p>This is long overdue but welcome. Speeds on Ferme Park Road remain alarmingly high. I hope at a later date all pavement parking on Ferme Park Road will be removed and that we can have some electric charging bays similar to the in road ones on Weston Park.</p>
Ferme Park Rd	Support	
Ferme Park Rd	Support	

Ferme Park Rd	Support	It would have been nice to have found a way to remove all the "2 wheels up" parking to allow more room for pedestrians/pushchairs to pass, currently too narrow.
Ferme Park Rd	Support	
Ferme Park Rd	Support	
Ferme Park Rd	Support	Fully support measures to make the road safer and stop vehicles using it like a race track. Slight concern over the road having more traffic blockages/backing up when parking is moved off the pavements - busses / lorries already struggle to pass each other with the width.
Ferme Park Rd	Support	
Ferme Park Rd	Support	Please consider some EV charging bays Also electric buses, on hills like this Ferme Park Road one combustion engines makes twice the noise Thanks
Ferme Park Rd	Support	Just one very important note.....If you plan to slow down traffic, we need to ensure buses will soon be electric on this route because pollution is quite bad in this road. We need to make sure that the changes proposed don't end up making pollution worse. [We have a lot of buses on this road]
Ferme Park Rd	Support	
Ferme Park Rd	Support	I'm really concerned to see cars speed up the hill on Ferme Pk. Rd unaware that there is a zebra crossing at the top which they may not be aware of. I have seen several near-accidents there.
Ferme Park Rd	Support	
Ferme Park Rd	Support	Looking at the map provided, I feel that this is exactly what my road needs. Cars and cycles don't slow down at the zebra crossing, which makes life as a pedestrian very difficult. Please start this project a.s.a.p.
Ferme Park Rd	Support	
Ferme Park Rd	Support	Anything you can do to make it safer (speed cameras?). We have small children and cars frequently speed down the road. Also concerned about cars parked in driveways backing straight out on to the pavement - when small children aren't visible
Ferme Park Rd	Support	
Ferme Park Rd	Support	
Ferme Park Rd	Support	
Ferme Park Rd	Support	
Ferme Park Rd	Support	Please implement all possible measures as this road is a 'race track' for some drivers who cause danger and annoyance. Calm this traffic down please!!
Ferme Park Rd	Support	
Ferme Park Rd	Support	1. Using speed cameras would safely reduce speeding traffic. 2. How are new "NO LOADING" sections to be policed? Currently the DYL sections are used by some 15 - 20 delivery vans every day.
Ferme Park Rd	Support	Will help slow down the speeding cars and lorries

Ferme Park Rd	Support	Thank you for facilitating this consultation as often cars are driving way beyond the limit and crossing the road can be unpredictable. I drive myself and in my opinion there is no need to be going any faster than 20mph. My only worry is that without camera enforcement there may not be much difference. An evaluation again after the proposed changes have been made would be a useful follow up to establish what/if any difference has been made.
Ferme Park Rd	Support	speed cameras
Ferme Park Rd	Support	Speed cameras would also help to slow down the speeding motor-cyclists
Ferme Park Rd	Support	I fully support this. Please refresh / add the speed indicator illuminating signs on the downhill sections
Ferme Park Rd	Support	put in speed cameras
Ferme Park Rd	Support	I live in Ferme Park Road and would just like to confirm my support for these measures with one addition - Please can we keep the parking outside 47 - 53 as this is very useful for the children.
Ferme Park Rd	Support	Fully support. The current situation is dangerous even if not everyone abuses the speed limits and reasonable driving. In the past 18 months I've seen 3 incidents of cars flying down the road losing control, one of which tipped and slid on its side down the road. The other two did not crash or cause accidents but fishtailing across both sides of the road, at speed that was luck not judgement. I look forward o the installation of these measures before one or more people are killed on Ferme Park Road.
Ferme Park Rd	Support	Strongly support street safety measures and quieter traffic. I have no additional suggestions but raised tables will be excellent
Ferme Park Rd	Support	This is the best news ever for FPR. I would also suggest installing speed cameras. Any fines could then be funnelled back into road safety improvements for the area
Ferme Park Rd	Support	Have speed cameras and a 20mph zone
Ferme Park Rd	Support	Brighter crossing lights & speed cameras.
Fairfield Rd	Other view	Concern over lack of further calming measures at the Tottenham Lane junction, as vehicles traverse the mini roundabout and the turn into Ferme Park Road at too high a speed, making crossing the road a nerve-racking experience. Why partially end 2-wheels up parking? Before this was introduced we had frequent gridlocks due to large vehicles and buses unable to pass each other. Now we have more large commercial vehicles such as skip lorries and cement trucks.
Stapleton Hall Rd	Other view	When you change the zebra crossing outside Londis; it would be a good opportunity for you to amend the adverse camber at the junction of Stapleton Hall Rd so as to prevent the frequent pavement flooding that occurs in heavy rain.
Landrock Rd	Support	
62	62	62

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