

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

Michael Demosthenous, Principal Engineer
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 10th 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