

**Haringey Council**  
**Written Statement/Record of a decision made by an officer under delegated authority**

<b>Decision Maker (Post Title)</b>	Ann Cunningham – Head of Operations Cllr Ahmet Peray – Member for Environment
<b>Subject of the decision</b>	The results of public consultation on a proposal to implement traffic calming and pedestrian safety improvements on Hornsey Park Road / Clarendon
<b>Date of decision</b>	14 March 2017
<b>Decision</b>	To implement the proposed measures
<b>Reasons for the decision</b>	The consultation results showed support for the proposed measures
<b>Details of any alternative options considered and rejected by the officer when making the decision</b>	No other measures were considered, as those proposed were deemed most suitable.
<b><u>Conflicts of interest – Executive decisions</u></b>  Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	N/A
<b><u>Conflicts of interest – Non executive decisions</u></b>  Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	N/A
<b>Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, that part)</b>  These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information	Hornsey Park Neighbourhood Community Streets Year Three
<b>Reasons for exemption with reference to</b>	

<p>categories of exemption specified overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	
Signature of Decision Maker	<i>Stunningham</i>
<p>Does the decision need to be published</p> <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

### Exempt Information

Local Government Act 1972 Schedule 12A

#### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -
  - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an order or direction under any enactment.

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

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

#### **Confidential Decisions**

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



**Report for:** Record of Decision Taken Under Delegated Authority

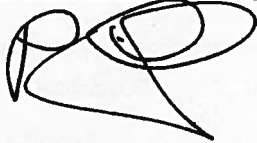
**Item number:**

**Title:** Hornsey Park Community Streets – Hornsey Park Road/Clarendon Road Pedestrian safety works.

**Report Authorised by:** Head of Operations



**Cabinet Lead Member for Environment:**



**Lead Officer:** Gary Smith  
Tel: 020 8489 5609  
Email: [gary.smith@haringey.gov.uk](mailto:gary.smith@haringey.gov.uk)

**Ward(s) affected:** Noel Park

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

1. Describe the issue under consideration
  - 1.1 To report on the feedback of public consultation carried out from 11<sup>th</sup> January – 1<sup>st</sup> February 2017 on proposals to improve Pedestrian Safety and Accessibility in Hornsey Park Road between Clarendon Road and The Avenue.
  - 1.2 To request approval to proceed to implementation having taken objections into consideration.
2. Recommendations
  - 2.1 In view of majority support for the scheme proposals, it is recommended that we proceed to implement the scheme as proposed.

### 3. Reasons for decision

- 3.1 Haringey is required to formally consider the results of feedback to consultations undertaken on traffic schemes, in particular any objections to proposals prior to proceeding to implementation.

### 4. Alternative options considered

- 4.1 None

### 5. Background information

- 5.1.1 Funding has been allocated over three years to implement a community streets project in the Hornsey Park area.

This is a community lead project which commenced in April 2014 and aims to improve road safety and the streetscape and encourage cycling and walking.

Since the start of this project, Haringey has been engaging with residents and stakeholders to develop proposals to take forward to construction.

The proposed scheme includes the following elements.

- Safety and accessibility work at Hornsey Park Road/Clarendon Road Junction.
- Central road islands to slow traffic and act as a gateway into the area.
- Trees or planting to be maintained in conjunction with a local residents association.

### 5.1 Statutory Consultation

- 5.2.1 Local ward Councillors were informed of the proposals on the 19<sup>th</sup> December 2016. No objections were received from Councillors.
- 5.1.2 The public consultation was conducted between 11<sup>th</sup> January- 1<sup>st</sup> February 2017, a copy of the consultation document and a plan of the consultation area are attached in Appendix A of this report.

5.1.3 Should we proceed with proposals a traffic management order will be required for the no waiting restriction on the east side of Hornsey Park Road.

5.2 Responses to Consultation

5.2.2 The full consultation report is available in appendix B. The table below sets out the summary position.

View	Consultation Area	
	Count	%
Support	4	50%
Object	1	12%
Other View	3	38%

5.2.3 There is support (50%) from respondents within the consultation area.

5.2.4 There was one objection and three responses expressing another view, we have provided responses to these in the table below:

Overall Support / Object	Comment	Response
Other	<i>Remove traffic lights which cause more trouble - drivers stop at the wrong places - tailbacks also run into main road. Leave trees already in place.</i>	Removal of the signal junction is well beyond the scope of this project. Haringey would not support the removal as the signals currently assist the safe movement of traffic and pedestrians through the junction. there are no proposals to remove existing trees.
Other	<i>Why not use money to repair gaps &amp; potholes - speed bumps on Alexandra road and the Avenue are not in good condition - parts cannot be seen in the dark.</i>	We will pass on concerns regarding the condition of Alexandra Road to our Highways Maintenance Team.
Other	<i>We are broadly in acceptance of your proposals providing the yellow box is expanded and enforced for vehicles blocking the junction when trying to exit Clarendon road because they cannot get across before the lights change. Cars come across from HPR and block the exit too. Not good.</i>	Due to a recent change in regulations, we are now permitted to extend this yellow box marking across the junction as requested. We will include this as part of our final proposal.

Object	<p><i>This would be an expensive and unnecessary scheme which would add to existing parking congestion and would be of no benefit whatsoever.</i></p>	<p>As part of the Community Streets initiative, this scheme has been developed in conjunction with local residents groups. The design looks to reduce speeds in the vicinity to improve safety and improve the public realm. Whilst there is no clear impact on parking bays in the area we do proposed to replace an unused single yellow line on the east side of Hornsey Park Road with No waiting at any time restrictions.</p>
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5.2.5 Three responses have been logged from outside the consultation area. One of which is the Haringey Cycling Campaign (HCC) stakeholder response detailed below and 2 others were cyclists from the areas who echoed the concerns regarding the 3.2m lane width. Our response to this is detailed in section 6.2 below.

## 6. Stakeholder Consultation

6.1 The Haringey Cycling Campaign Returned the following comments:

*"We would be very concerned if any lane width is reduced to 3.2m, such a width is likely to encourage close overtaking and consequently increase risk for people cycling here: 3.2m is not narrow enough to discourage drivers from attempting to overtake. The design implies that people should cycle directly in front of traffic, which only a minority of people are prepared to do and doing so is likely to be unpopular with drivers who will perceive they are being deliberately obstructed. The London Cycle Design Standards (at paragraph 4.4.2) has specific guidance on lane widths. Even if the lane width is reduced to 3m or more to further discourage overtaking, the combination of this and the high volume of through traffic on this residential road would make cycling here very uncomfortable, particularly as the proximity to the traffic lights on Turnpike Lane mean close tailgating by drivers is a certainty. As you will know HCC have long represented the concerns of our members on the danger created by the traffic islands on Wightman Road - close passes and dangerous tailgating by drivers is a regular occurrence on this road due to the traffic islands deliberately bringing cycles and drivers into conflict. Consequently we are most surprised and disappointed that similar interventions are being suggested here.*

*Another concern is the overrun build-out proposed at Clarendon Rd. Although the similar arrangement at the new Bus 91 turn round seems to work well, this one looks wider and the ambiguity between road and pavement could be a problem for pedestrians and cycles.*

*Having discussed the proposals with other HCC members, we suggest the excess road width at this location be used for cycle lanes. This could be delivered at less expense than the work proposed and should be installed with physical protection to produce the desired lane narrowing effect to slow traffic. We suggest any work is complimentary to the long-overdue major redesign of the very unsatisfactory Turnpike Lane/Wightman Rd junction.*

*Overall this presents a disappointing outcome for this Community Streets project - Hornsey Park Rd will remain open to large volumes of non-residential through traffic*



*and therefore unattractive to cycling and walking, as well as detrimental to the health of the resident community and adjoining communities. I understand modal filtering is not possible because the alternative route has bends which are too tight as a relief bus route, however this would not preclude the use of a bus gate on Hornsey Park Road, meaning that only cycles and buses would be permitted to use Hornsey Park Rd as a through route, while leaving the area fully accessible to residents when driving. As you doubtless know local residents have a long-running campaign for the parallel Mary Neuner Road to be designated the main through route in this area, therefore we think our proposal has merit and would be popular with residents. The local residents association (Parkside Malvern) have indicated that they wish to ensure that the outcomes of this project will enable residents and visitors to choose to cycle more regularly. Unfortunately HCC do not see this project delivering that outcome, and in the case of the proposal to introduce road narrowings, may have the opposite effect."*

- 6.1.1 LBH response :** We attempt to work with HCC in the development of all schemes in the borough, the section to which they refer in the LCDS states that widths between 3.2m and 4.5m should be avoided as it represents lane widths where uncertainty of space for overtaking can lead to drivers passing too close to cyclists. For this reason we were suggesting to lower the lane widths to 3.2m. Having received their suggestion we have reviewed the vehicle classification data in this location and found that the number of HGV and Public service vehicles are 7.6% therefore we are happy to further reduce this narrowing to 2.9m.

The over run feature installed at Tottenham Lane works well. As the brief for this project is to improve pedestrian safety and accessibility at this junction we would be averse to removing a feature that has been proven to slow traffic elsewhere. It is envisaged that this feature will improve safety and accessibility on a currently fast and semi obscured corner, that is the only place where pedestrians interact with live traffic within the area of works. Safety and accessibility for pedestrians is one of the key drivers of this scheme.

Whilst time and effort was expended trying to find a balance of physically achievable options within budget in this location, we are always open to ideas and suggestions. Unfortunately the HCC's suggested layout is not workable in this location on both budgetary and geometrical grounds.

We have tried where possible to manage expectations of what can be achieved with the £80k budget for this area. We have neither budget, brief or physical space for a bus gate.

- 6.1.2** *Following ongoing discussion with HCC we have made further alterations to the design, to implement a southbound feeder lane to the advanced stop line at the junction. This was achievable without detracting from the traffic calming effect of the proposals.*

- 6.2** The Parkside and Malvern Residents Association have responded to the consultation, stating that they would be willing to undertake maintenance of planted areas and also suggesting alternative materials and additions to the street furniture.

We will continue to work with this organisation to further develop this scheme within the scope of the budget and exiting mandate from this consultation.

7. Contribution to strategic outcomes
    - 7.1 The project proposals will help to reduce the risk of Personal Injury Accidents (PIA) within the scope of the scheme contributing to the delivery of Haringey's Corporate Plan Priority 3, "A clean, well maintained and safe borough where people are proud to live."
  8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)
    - 8.1 Comments of the Head of Legal Services
    - 8.2 N/A
  9. Chief Finance Officer Comments
    - 9.1 The cost of these works can be contained within the existing budget funded from Transport for London LIP allocation"
  10. Equal Opportunities
    - 10.1 The consultation documents were distributed to all households / businesses within the agreed consultation area and also placed on the Councils web-site to ensure that all stakeholders were made aware of the Councils proposals.
  11. Staff Side Comments
    - 11.1 N/A
  12. Summary and Response
    - 12.1 The scheme proposals have achieved support (50%) from respondents within the consultation area.
    - 12.2 Concerns regarding the 3.2m carriageway widths have been mitigated by reducing the lanes to 2.9m. This will serve to further slow traffic and remove ambiguity regarding opportunities to overtake cyclists.
  13. Use of Appendices
    - Appendix A – Consultation letter and distribution area
    - Appendix B – Consultation Report
    - Appendix C – Amended Proposals
  14. Local Government (Access to Information) Act 1985
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14.1 N/A

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**Appendix A**  
**Consultation Letter and area**

9 January 2017

Hornsey Park Community Streets – Statutory Consultation  
**Pedestrian Safety and Accessibility in Hornsey Park**  
**Road between Clarendon Road and Avenue Road**

Dear Resident or Business,

Following the recent consultation we have identified a list of schemes for progression in the Hornsey Park Neighbourhood.

The proposed accessibility and environmental improvement works are shown on the plan overleaf. Key features include:

- Safety and accessibility work at Hornsey Park Road/Clarendon Road Junction.
- Central road islands to slow traffic and act as a gateway into the area.
- Trees or planting to be maintained in conjunction with a local residents association.

This notification letter marks the start of a three week period during which we welcome your comments. Please have your say by filling in and returning the enclosed freepost feedback card. Alternatively you can email [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) with your views. The closing date for receipt of views and comments is 30 January 2017.

All representations will be considered before a final decision is taken. Should you require further information, please email us and please put 'Hornsey Park' in the email header.

Thank you for your interest.

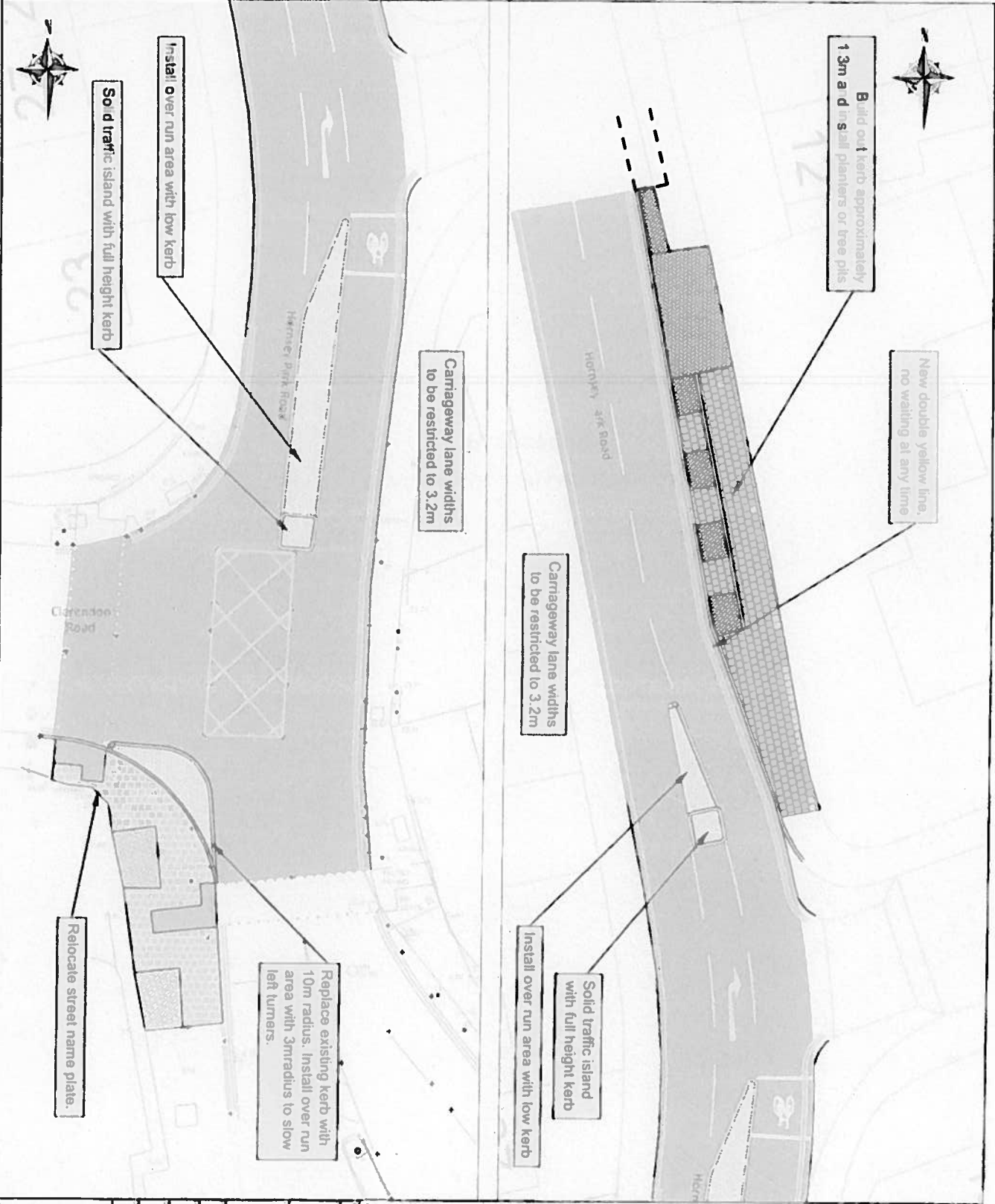
Yours faithfully



Sustainable Transport: Highways Engineering

Sustainable Transport  
Level 5 Alexandra House  
10 Station Road, Wood  
Green  
London N22 7TR







020 8489 1000



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**KEY:**

-  Relay the carriage way surface course 40mm
-  Carriageway standard block paving
-  New 600-600mm concrete flag paving
-  Replace existing red colour blister paving
-  New Tree or Planter feature
-  Resin bound surface in tree pit.

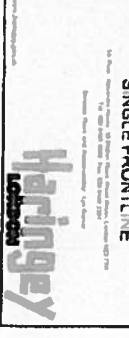
HORNSEY PARK ROAD  
 CLARENDON ROAD GATEWAY

HORNSEY PARK NEIGHBOURHOOD  
 COMMUNITY STREETS - YEAR 3

1:200 @ A3

1/20/16

PLACEMENT & SUSTAINABILITY  
 SINGLE FRONT LINE



**Appendix B**  
**Consultation Response Report**

**Hornsey Park CS Statutory Consultation 10 January – 1 February 2017**  
**Hornsey Park Road - between Clarendon Road and Avenue Road**

**Measures Proposed**

Haringey has identified a number of schemes for progression in the Hornsey Park Neighbourhood including the following measures proposed for Clarendon Road – Hornsey Park Road junction:

- Safety and accessibility work at Hornsey Park Road/Clarendon Road Junction.
- Central road islands to slow traffic and act as a gateway into the area.
- Trees / planting to be maintained in conjunction with a local residents association.

**Feedback on the Proposed Measures**

		Response type			
		Consultation area		Other response	
		Count	%	Count	%
Support or object	Support	5	56%	0	0%
	Object	1	11%	3	100%
	Other view	3	33%	0	0%
	Total	9	100%	3	100%

Within the local consultation area there is broad support for the proposed measures. However three objections were received from respondents outside the consultation area – including one from Haringey Cycling Campaign.

## Comments

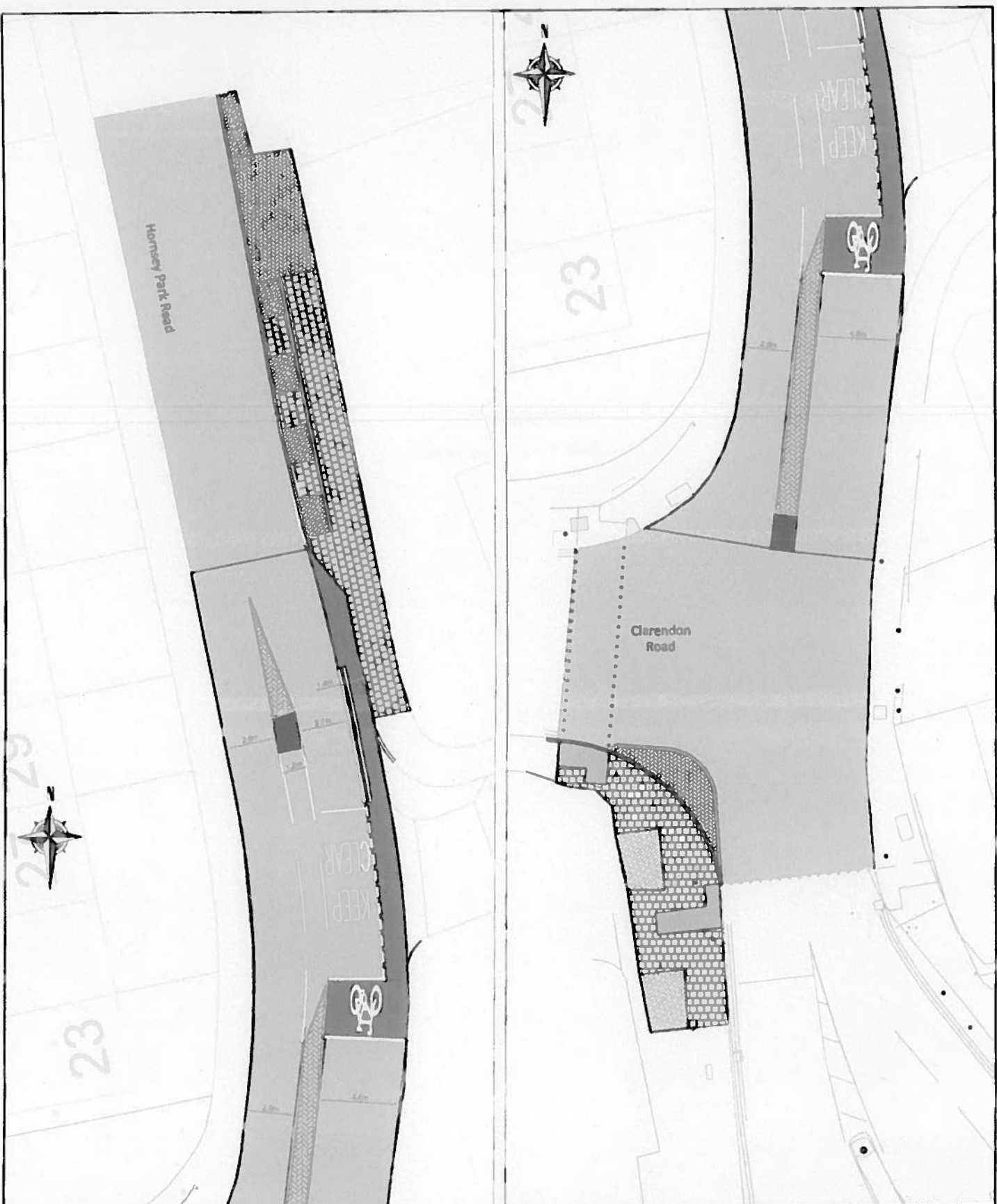
Road and no	Support or object	Comments
Hornsey Park road 28	Object	this would be an expensive and unnecessary scheme which would add to existing parking congestion and would be of no benefit whatsoever
The Avenue 24a	Other view	Remove traffic lights which cause more trouble - drivers stop at the wrong places - tailbacks also run into main road. Leave trees already in place.
The Avenue 24	Other view	Why not use money to repair gaps & potholes - speed bumps on Alexandra road and the Avenue are not in good condition - parts cannot be seen in the dark.
Clarendon Road	Support	
not stated	Support	Support measures. The footpath in HPR has not been fixed for 30 years.
Hornsey Park Road 35	Support	Also suggests traffic calming measures, eg speed bump halfway between the proposed works and the raised zebra crossing on HPR. Many drivers are speeding along the straight stretch and driving dangerously.
Hornsey Park road 31c	Support	I agree that a pedestrian area should be implemented as it is currently unsafe for children to cross. Traffic levels are very high at rush hour which prevents both children and adults from crossing safely.
Clarendon road 25/27	Other view	We are broadly in acceptance of your proposals providing the yellow box is expanded and enforced for vehicles blocking the junction when trying to exit Clarendon road because they cannot get across before the lights change. Cars come across from HPR and block the exit too. Not good.
Clarendon Rd 33	Support	Please consider extending the box junction to both sides of the road. This will help people turning right out of Clarendon Rd.



<p>Non Resident (HCC)</p>	<p>Object</p> <p>Haringey Cycling Campaign (HCC) ..... very concerned if any lane width is reduced to 3.2m, as it is likely to encourage close overtaking and increase risk for people cycling here: 3.2m is not narrow enough to discourage drivers from attempting to overtake. Even if the lane width is reduced, the combination of this and the high volume of through traffic on this residential road would make cycling here very uncomfortable, particularly as the proximity to the traffic lights on Turnpike Lane mean close tailgating by drivers is a certainty. HCC have long represented the concerns of our members on the danger created by the traffic islands on Wightman Road - close passes and dangerous tailgating by drivers is a regular occurrence as the traffic islands deliberately bring cycles and drivers into conflict. We are most disappointed that similar interventions are being suggested here. Another concern is the overrun build-out proposed at Clarendon Rd. Although the similar arrangement at the new Bus 91 turn round seems to work well, this one looks wider and the ambiguity between road and pavement could be a problem for pedestrians and cycles.... We suggest the excess road width at this location be used for cycle lanes. This could be delivered at less expense than the work proposed and should be installed with physical protection to produce the desired lane narrowing effect to slow traffic. We suggest any work is complimentary to the long-overdue major redesign of the very unsatisfactory Turnpike Lane/Wightman Rd junction. Overall this presents a disappointing outcome for this Community Streets project - Hornsey Park Rd will remain open to large volumes of non-residential through traffic and therefore unattractive to cycling and walking, as well as detrimental to the health of the resident community and adjoining communities. I understand modal filtering is not possible because the alternative route has bends which are too tight as a relief bus route, however this would not preclude the use of a bus gate on Hornsey Park Road, meaning that only cycles and buses would be permitted to use Hornsey Park Rd as a through route, while leaving the area fully accessible to residents when driving. Local residents have a long-running campaign for the parallel Mary Neuner Road to be designated the main through route in this area, therefore we think our proposal would be popular with residents. The local residents association (Parkside Malvern) have indicated that they wish to ensure that the outcomes of this project will enable residents and visitors to choose to cycle more regularly. Unfortunately HCC do not see this project delivering that outcome, and in the case of the road narrowings, may have the opposite effect.</p>
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<p><b>Not stated</b></p>	<p><b>Object</b></p>	<p><b>My objection is that the plans do not meet the standards required. The 2014 London Cycle Design Standards (LCDS) advise against lane widths of 3.2m as this creates the temptation for motorists to pass people on bikes within the lane when there is insufficient space, this is exacerbated with the central islands installed as part of this plan, creating pinch-points. In contrast, if recommended lane widths of 2.5-2.9m were installed, this would not be required. It would have the additional advantage of giving greater effect to the gateway installation and help slow traffic. The narrower lane widths are also more appropriate for a 20mph road which should not be carrying significant volumes of HGV traffic.</b></p>
<p><b>Beresford Rd 115</b></p>	<p><b>Object</b></p>	<p><b>The current plans for Hornsey Park Road around Clarendon Road do not appear to be in the best interests of the road users in that area. While the motive of making the road better for vulnerable users and generally reducing the volumes and speeds of motor traffic is sensible, the current scheme has widths that are too narrow and features such as islands that will increase conflict rather than reduce it. Please do not proceed with this scheme as it stands and instead choose an approach that doesn't lead to vulnerable users being squeezed by motor vehicles.</b></p>

**Appendix C**  
**Revised Final Proposals**



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- NOTES:**
1. All dimensions shall be given unless otherwise stated.
  2. All dimensions shall be given unless otherwise stated.
  3. All dimensions shall be given unless otherwise stated.
  4. All dimensions shall be given unless otherwise stated.
  5. All dimensions shall be given unless otherwise stated.
  6. All dimensions shall be given unless otherwise stated.
  7. All dimensions shall be given unless otherwise stated.

- KEY:**
- 1. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.
  - 2. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.
  - 3. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.
  - 4. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.
  - 5. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.
  - 6. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.
  - 7. 100 x 100 square aggregate paving, laid on 100mm deep sand building course.

**HORNSEY PARK NEIGHBORHOOD COMMUNITY STREETS YEAR 3**

**DETAILED DESIGN PAVEMENTS**

Scale: 1:100 @A1

Project: R1HWP-1002-CD-1-100

Date: 01/2017

**PLACE & SUSTAINABILITY SINGLE FRONTLINE**

**Haringey**