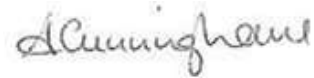


Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Shelbourne Road New Zebra Crossing



Report authorised by: Head of Highways and Parking



Cllr Seema Chandwani, Cabinet Member for Transformation and Public Realm Investment

Lead Officer: Ashraf Hoque, Traffic Engineer,
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Ward(s) affected: Tottenham Hale

Report for Key/
Non Key Decision: Non key decision

1.0 Describe the issue under consideration

1.1 To report the feedback of statutory consultation carried out from 20th August to 24th September 2020, on proposals to introduce a new zebra crossing on Shelbourne Road, replacing the existing informal crossing.

The key element of the proposed scheme is as follows:

- The introduction of a new zebra crossing on Shelbourne Road near to the junction of Glendish Road.

1.2 To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

2.1 In view of a majority support for these proposals, it is recommended that the Cabinet Member for Transformation and Public Realm Investment and the Head of Highways and Parking, grants final approval to proceed to implementation, with no amendments.

2.2 It is proposed to implement this scheme before the end of this financial year.

3.0 Reasons for decision

3.1 The council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation.

4.0 Alternative options considered

4.1 None

5.0 Background Information

5.1 Following concerns expressed about pedestrian safety on Shelbourne Road near the junction of Glendish Road, officers assessed the location together with data on road traffic collisions and speed.

5.2 To help address this issue, officers are proposing to introduce a formal crossing point in the form of a zebra crossing on Shelbourne Road near the junction of Glendish Road.

5.3 Funding has been secured under the council's Neighbourhood Community Infrastructure Levy (NCIL) programme, to introduce the measures mentioned above, designed to improve pedestrian accessibility and road safety.

6.0 Consultation

6.1 Ward Councillors were informed about the proposal on 20th August 2020.

6.2 On 14th September 2020, Councillor Gordon enquired if a resident would be entitled to a blue badge, if his vehicle crossover access is removed, if access to existing vehicle crossover will be maintained, was the alternative location proposed by a resident (outside house numbers 137-142) considered and were any other locations considered?

Councillor Gordon also wanted confirmation that if changes to the proposed plans would require further consultation.

A response was provided to Councillor Gordon on 28 September 2020 informing him that the **resident's vehicle crossover** would be maintained. The zig-zag lines representing the controlled area around the zebra crossing will prevent people parking close to the crossing point thus improving access for the residents. The suggestion of placing the crossing point outside No.137/142, is considered unsuitable due to the close proximity to bus stop which is currently outside No.148. If a bus is waiting at this stop, visibility of pedestrians for vehicles navigating around it would be limited and therefore hazardous. A safety audit has also been carried out on the proposal which raised no significant issues.

Any proposed changes to the scheme would require further consultation.

6.3 Notification documents were distributed to properties in the vicinity of the proposals on 13 August 2020. 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.

6.4 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.

7.0 Responses to Consultation

7.1 In Appendix D, you can find the full consultation report from which Table 1 – Overview of Support has been extracted.

Table 1 - Overview of Support

		Count	%
Support?	Support	13	65%
	Object	4	20%
	Other view	3	15%
	Total	20	100%

7.2 A total of 20 responses were received, 13 (65%) in support, 4 (20%) in objection, and 3 (15%) who had other views.

7.2.1 Objection – Location of crossing

“The idea of a crossing is not bad, but the placement of the crossing is somewhat flawed. I would really like to know the rationale for placing the crossing between two lowered driveways and right next to a Glendish Road; a junction which causes so many near misses every peak traffic time. The new crossing should ideally serve both school entrances. The crossing has no effect on calming the speed and intensity of traffic, hence ineffective and a waste of public money. Between Halefield and Glendish Roads is where the crossing should be. Remove the island crossing which is too near to the bus stop, and present a hazard to pedestrians anyway. Introduce a few speed humps. The neighbours without driveways are forced to park on Glendish Road where vehicle regularly get broken into.”

Council Response

Site investigations were carried out prior to the design stage. Due to the numerous vehicular crossovers, there are limited spaces where a zebra crossing can be located. The suggested location for the crossing was explored but considered to be unsuitable due to the close proximity of existing bus stops located on either side of the road.

Traffic speed surveys were carried out at two locations on Shelbourne Road in March 2018. These indicated that speeds are satisfactory for a 20mph limit as average speeds are below 24mph, which is in accordance with Department for Transport guidance (Circular 01/2013 - **‘Setting Local Speed Limits’**) for 20mph zone/limits. The survey results are detailed below:

- The northbound average speed was 20.2 mph
- The southbound average speed was 22.4 mph

Location: South of Asplins Road

- The northbound average speed was 16.8 mph
- The southbound average speed was 21.6 mph

An independent road safety audit has been carried out on the proposal and this did not identify any issues of concern.

7.2.2 Objection – Parking Reduction

“Object because it’s not needed and will reduce parking space”

Council Response

The proposed pedestrian crossing will improve pedestrian safety and accessibility at this location for all road users and in particular those wishing to access Harris Primary Academy Coleraine Park. The request for a crossing was first made in 2017 by local residents for children attending this school, who in discussion with officers and ward councillors agreed that it should be located as close to Glendish Rd as possible. Furthermore, the location was found to be on the pedestrian desire line for these pupils. The zebra crossing has been designed to minimise the loss of parking whilst maintaining pedestrian safety, but it is necessary to remove five resident parking spaces in order to accommodate the crossing safely.

7.2.3 Objection – Location of crossing

This objection has been listed twice by the same resident as detailed in 7.2.1

7.2.4 Objection – Crossing not required

A zebra crossing is not needed on the site proposed. The road is not used by large volumes of people crossing it - even at school times. Harris Academy is a primary school, so most children are accompanied by adults or are driven to school. An island crossing was installed not long ago close to the proposed site and the speed limit reduced to 20 so this slows down the traffic. A zebra crossing will also reduce parking space by 5 spaces.

Council Response

The proposed pedestrian crossing will improve pedestrian safety and accessibility at this location for all road users and in particular those wishing to access Harris Primary Academy Coleraine Park. The request for a crossing was first made in 2017 by local residents for children attending this school, who in discussion with officers and ward councillors agreed that it should be located as close to Glendish Rd as possible. Furthermore, the location was found to be on the pedestrian desire line for these pupils. The zebra crossing has been designed to minimise the loss of parking whilst maintaining pedestrian safety, but it is necessary to remove five resident parking spaces in order to accommodate the crossing safely.

7.3.5 Other Views

During the consultation period, officers received requests from residents living in neighbouring roads for the proposed zebra crossing to be raised.

Council Response

Unfortunately, these requests cannot be accommodated at this time, due to funding constraints. However, they can be considered for inclusion in future works programmes.

8.0 Contribution to strategic outcomes

8.1 This project will improve road safety for all road users contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).

9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities

9.1 Comments of the Head of Legal Services

9.1.1 N/A

9.2 Chief Finance Officer Comments

9.2.1 The cost of the scheme can be contained within the NCIL budget allocated to this scheme.

9.3 Equal Opportunities

9.3.1 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.

9.4 Staff Side Comments

9.4.1 N/A

9.5 Summary and Response

9.5.1 During the consultation period, twenty responses were received in total. Thirteen in support and three who objected.

9.5.2 Three objections on the scheme were received as part of the statutory consultation exercise, these are detailed in paragraphs 7.2.1 to 7.2.4.

9.5.3 The project aims to create a safe and accessible place to cross Shelbourne Road thus improving road safety benefitting all road users and in particular students of Harris Primary Academy Coleraine Park.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundary
- Appendix C – Full consultation report

11.0 Local Government (Access to Information) Act 1985

11.1 N/A