

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Bedford Road N22 - Zebra Crossing Installation

Report authorised by: Head of Highways and Parking and



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



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Ward(s) affected: Alexandra

**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 13 August to 15 September 2020, on proposals to introduce a new zebra crossing on Bedford Road.

The key elements of the proposed scheme are as follows:

- New zebra crossing on Bedford Road, replacing the existing informal crossing
- New kerb build out to improve visibility at crossing
- New refuge island, to help calm traffic and improve pedestrian safety

1.2 To request approval to proceed to implementation, having considered the proposals and responses to the consultation.

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, grant 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 Bedford Road near the junction with Alexandra Park Road, officers assessed the concerns and arrived at a possible solution that would improve pedestrian safety and accessibility at this location.

5.2 Officers are proposing to introduce a formal crossing point in the form of a zebra crossing on Bedford Road near the junction with Alexandra Park Road.

5.3 Funding has been secured in this financial year 2020/21, via the Local Implementation Plan (LIP) settlements from TfL to deliver this scheme.

6.0 Consultation

- 6.1 Ward Councillors were informed about the proposal on 3 August 2020.
- 6.2 Councillor Rossetti enquired if the two existing mature trees in the vicinity of the proposed zebra crossing will be affected by the proposal and whether the council will consider future works near Palace Gate Road to improve road safety. Additionally, Councillor Rossetti was also concerned about the proposal's effect on vehicle speed with respect to other vulnerable road users and if the proposed zebra crossing can be introduced on a raised platform.

Officer response: The proposal will not affect the two mature trees. The road safety concerns raised by Councillor Rossetti on Palace Gates Road have been noted and improvement measures will be considered in future works programmes.

Due to funding constraints we are unable to raise the proposed zebra crossing as part of this scheme. However, we will be widening the existing refuge island which will create a pinch point by the zebra crossing which will encourage motorists to reduce their speed, thus improving pedestrian accessibility and road safety for all road users.

- 6.3 Haringey Cycle Campaign (HCC) were informed about the proposal on 7th August 2020.

HCC suggested reducing the proposed lane width and raising the proposed zebra crossing.

The lane width has been revised in line with current guidance which has resulted in a pinch-point, this will encourage vehicles to approach the zebra crossing at lower speeds. A speed survey carried out in September 2019 for 7 days indicated that the average speeds along this stretch of Bedford Road was 16.87mph (Northbound) and 17.89mph (southbound). Nevertheless, the proposed zebra crossing will be monitored and if necessary further enhancements will be made if it is found necessary and viable.

- 6.4 Notification documents were distributed to properties in the vicinity of the proposals on 13th 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.
- 6.5 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 responses from which ‘Table 1 – Overview of statutory consultation results’ and ‘Table 2 – Responses by Road’, were extracted.

Table 1 – Overview of statutory consultation results

		Count	%
Support?	Support	18	78%
	Object	3	13%
	Other view	2	9%
	Total	23	100%

Table 2 - Responses by Road

		Support		Support? Object		Other view	
Road		Count	Row %	Count	Row %	Count	Row %
	Albert Rd	2	100%	0	0%	0	0%
	Alexandra Palace Way	0	0%	0	0%	1	100%
	Alexandra Park Rd	6	100%	0	0%	0	0%
	Bedford Rd	6	75%	1	13%	1	13%
	Glendish Rd	0	0%	0	0%	0	0%
	Palace Gates Rd	2	50%	2	50%	0	0%
	Shelbourne Rd	0	0%	0	0%	0	0%
	Victoria Road	2	100%	0	0%	0	0%
	Crescent Rd	0	0%	0	0%	0	0%
	Total	18	78%	3	13%	2	9%

- 7.2 A total of 23 responses were received, 18 (78%) in support, 3 (13%) objections, and 2 (9%) who had other views.

7.2.1 Objection – Bedford Road Resident

‘Bedford Road. As a pedestrian I cross at this point most days, so I am familiar with its dangers. However, whilst I believe there should be far greater traffic calming in this area and particularly in the park, I don’t believe that a zebra crossing is the solution. My hope is that the funds for this scheme could be spent more effectively in other ways. In addition, as I am also a driver I have noticed that many pedestrians do not wait for traffic to stop (see the Highway Code) before stepping on to zebra crossings whereas the majority will wait for a light to change before crossing at a pelican or puffin crossing. Drivers are also given more notice to stop by the traffic light system at these crossings.

‘Your own traffic calming experts will have a greater understanding of the issues involved but as a pedestrian and driver, I see the main issue as one of speed through the park where over the past two years at least two cars have lost control on the bend out of the park and crashed into the railway fencing opposite (I hope you were informed about these accidents). I understand also that traffic calming within the

park (which is long overdue!) is not the responsibility of Haringey but is it possible to consider schemes such as a narrowing of Bedford Road where it meets the park's exit or a greater and more efficient area of cobbles along the road, and could these be considered alongside a puffin/pelican crossing (or two if the refuge is to be maintained) which I understand have been shown to be marginally safer in recent research. I live in hope that more can be done to slow the traffic exiting the park and protect pedestrians.'

Officer Response

The proposed zebra will provide a safe and accessible crossing point at this location and greatly improve on the existing uncontrolled crossing. A zebra crossing provides greater priority to pedestrians and the road markings and beacons will be visible to drivers before they arrive at it, warning them of the need to slow down in case there was someone waiting or about to cross there. The additional measures requested fall outside the scope of this proposal, however they have been noted and will be considered for inclusion in future works programmes.

With regards to the suggested signalled crossing, TfL Traffic Infrastructure require local authorities to consider other options in the first instance. Furthermore, the cost and lead in times for a signal controlled crossing are far greater than a zebra crossing. The lighting and zebra equipment will be to the latest standards.

A speed survey carried out in September 2019 for 7 days indicated that the average speeds along this stretch of Bedford Road was 16.87mph (Northbound) and 17.89mph (southbound). Nevertheless, the proposed zebra crossing will be monitored and if necessary further enhancements will be made if it is found necessary and viable.

An independent Road Safety Audit has been undertaken which did not identify any safety issues with the proposal.

7.2.2 Objection – Safety concern of zebra crossing

'Can we have green man' light controls please. Zebra will cause the death of someone running to catch the train who does not take due care and attention. Pelican will be much safer.'

Officer Response

The signalled crossing suggestion has been noted, however, TfL Traffic Infrastructure require local authorities to consider other options in the first instance. Furthermore, the cost and lead in times for a signal controlled crossing are far greater than a zebra crossing. A zebra crossing provides greater priority to pedestrians and the road markings and beacons will be visible to drivers before they arrive at it, warning them of the need to slow down in case there was someone waiting or about to cross there.. The lighting and zebra equipment will be to the latest standards.

An independent Road Safety Audit has been undertaken which did not identify any safety issues with the proposal.

7.2.3 Objection – Parking Reduction

'I'm a blue badge holder and struggle to park as it is. By reducing the number of resident parking bays in Bedford Road, you are pushing cars into Palace Gates Road where the parking is absolutely ridiculous and hard enough as it is. If you could tell us where these residents can park as an alternative, I'd like to know.'

Officer Response

The proposed zebra crossing zig-zag markings and double yellow lines will increase visibility of pedestrians at this location, therefore reducing the risk of accidents and improving road safety and accessibility for all road users. The proposed crossing has been designed to minimise parking loss, however the loss of 5 parking spaces is unavoidable. No disabled parking bays will be removed as a result of this scheme but your concerns with regards to the parking pressure on Palace Gates Road has been forwarded to our Parking team to review.

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 these works can be contained within the existing budget funded from Transport for London LIP allocation.

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-three responses were received in total, which showed a majority of 78% in support of the proposal.

9.5.2 Three objections were received as part of the statutory consultation exercise, these are detailed at paragraph 7.2.1, 7.2.2, and 7.2.3.

9.5.3 The proposed zebra will provide a safe and accessible crossing point at this location and greatly improve on the existing uncontrolled crossing.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundary
- Appendix C – Legal notice
- Appendix D – Full consultation responses

11.0 Local Government (Access to Information) Act 1985

11.1 N/A