

**Report for:** Cabinet Member Signing

**Title:** Proposed zebra crossing on Wolseley Road near the junction of Park Road, N8

**Report authorised by:** Ann Cunningham, Head of Highways and Parking  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

Simi Shah, Traffic Schemes Manager  
[Simi.Shah@haringey.gov.uk](mailto:Simi.Shah@haringey.gov.uk)

**Report Author/s:** Danny Gayle, Traffic Engineering Manager  
[Danny.Gayle@haringey.gov.uk](mailto:Danny.Gayle@haringey.gov.uk)

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

**Ward(s) affected:** Crouch End and Highgate

**Report for Key/**

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

(There is unlikely to be substantial public interest in the decision/the decision will not result in significant social, economic or environmental risk)

**1 Describe the issue under consideration.**

- 1.1 To report on the feedback of the statutory consultation carried out from 18 January to 7 February 2023, on a proposal to introduce a zebra crossing on Wolseley Road near the junction of Park Road and to relocate the existing zebra crossing on Park Road near the junction with Wolseley Road, N8.
- 1.2 To request approval to proceed to implementation, after considering objections and officer response to those objections.

**2 Cabinet Member Introduction**

- 2.1 N/A

**3 Recommendations**

That the Cabinet Member for Tackling Inequality and Resident Services

- 3.1 Approves the implementation of the proposal to introduce a zebra crossing on Wolseley Road near the junction of Park Road and
- 3.2 Approves the relocation of the existing zebra crossing on Park Road near the junction with Wolseley Road N8, as set out on the plan in Appendix A.

**4 Reasons for decision**

- 4.1 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. The proposals consulted upon are aimed at improving pedestrian accessibility and road safety.

## **5 Proposed Option**

- a) To remove the double yellow lines on both sides of Wolseley Road from its junction with Park Road, southwest for 30 metres to outside flats 4-6.
- b) To remove the double yellow lines and double kerb blips on Park Road N8 across the car park access to Coulsdon Court.
- c) To remove and relocate or install new a small tree located at the proposed crossing point to facilitate the introduction of the zebra crossing.
- d) To introduce a zebra crossing on Wolseley Road N8 approximately 7 metres southwest of its junction with Park Road. To accommodate this, the existing zebra crossing on Park Road N8 will be relocated south eastwards by approximately 8 metres. The crossing is currently located outside no.70 (the Maynard Arms public house) but is to be relocated outside 68a (Traynor & Company).
- e) The crossings will be supported with associated zig-zag markings, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossings, no more than 17 metres in both directions.

## **6 Alternative options considered.**

- 6.1 None

## **7 Background Information**

- 7.1 Haringey regards road safety, particularly pedestrian safety, as a high priority and are keen to improve conditions ensuring that all pedestrians, including vulnerable road users, have safe, accessible crossing points and feel confident and safe in using them.
- 7.2 Following requests from the local community, as part of this year's Road Danger Reduction Investment Plan, the Council is proposing to introduce a zebra crossing on Wolseley Road near the junction with Park Road. Officers have investigated the latest 36 months' collision data (01/12/19 – 30/11/22) on Wolseley Road at its junction with Park Road and can confirm that there have been 7 recorded personal injury accidents (PIA), of which 2 were serious and 5 were slight. Five of the PIAs involved pedestrians and one involved a cyclist.
- 7.3 The proposed zebra crossing on Wolseley Road junction with Park Road will provide a clearly defined crossing point where pedestrians are 'expected' to cross the road and will give pedestrians the right of way over traffic, enabling them to cross the road safely, which will assist in reducing PIAs. To accommodate this, the existing zebra crossing on Park Road will be relocated south eastwards by approximately 8 metres, which will improve the visibility between drivers approaching and pedestrians waiting to cross, thus improving pedestrian accessibility and road safety by the junction.
- 7.3 The total cost of the scheme is £137K, and funding is assigned through the agreed capital programme.

## **8 Consultation**

- 8.1 Ward Councillors were informed about the proposals on 22 December 2022. Councillor Luke Cawley-Harrison and Councillor Cressida Johnson welcomed the proposals.
- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 18 January 2023. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 8.3 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.
- 8.4 As part of the statutory process, the following statutory bodies were also notified:
- AA
  - London Transport
  - Police (local)
  - Fire Brigade
  - London Ambulance Service
  - Freight Transport Association
  - Road Haulage Association
  - RAC
  - Metropolitan Police (traffic)
  - London Travel Watch

## 9 Responses to Consultation

- 9.1 The full consultation report from which table 1 was extracted, can be found in Appendix D.

Table 1 – Public and Statutory Consultation Analysis

		No.	%
Response (s)	Support	17	63%
	Object	6	22%
	Other views	4	15%
Total		27	100%

- 9.2 A total of 27 responses were received during the statutory consultation period. 17 (63%) were in support, 6 (22%) objected to the proposal and 4 (15%) expressed other views. Objections have been summarised below together with the Council’s responses.

- 9.2.1 Objection – Traffic congestion will increase in Wolseley Road and Park Road

*‘There are already queues and congestion on Wolseley Road and Park Road will increase and the pollution levels.’*

## Council Response

The proposed zebra crossing may increase vehicle queues and congestion during the peak times. However, over the years, Haringey Council has received several requests from residents and Ward Councillors to introduce a formal pedestrian crossing on Wolseley Road by Park Road, which is on a walking route to Highgate Wood School. Furthermore, as stated in paragraph 7.2 above, officers have investigated the latest 36 months' collision data on Wolseley Road junction with Park Road and can confirm that there have been 7 recorded PIAs, 2 serious and 5 slight. Five of the PIAs involved pedestrians and one involved a cyclist. The proposed zebra crossing will help reduce PIAs by this junction.

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

### 9.2.2 Objection – Incorrect location for proposed zebra crossing

*'I do NOT support the provision of a new zebra crossing on Wolseley Road. The proposed location of the zebra crossing is inconvenient for pedestrians as it ignores pedestrian sight lines, and you will most likely get pedestrians not using the zebra crossing to cross Wolseley Road'.*

## Council Response

Chapter 6 of the Traffic Signs Manual (2019), states that the controlled area (zig-zag road markings) by the proposed zebra crossing should never extend beyond the nearer kerb line of the major road. It should be the aim to provide room for at least one vehicle turning into the minor road to wait at the crossing without obstructing traffic on the major road. The proposed zebra crossing on Wolseley Road will be introduced approximately 6m away from the Park Road junction to allow space for a vehicle to turn into Wolseley Road from Park Road and meets the sightline requirements of the crossing.

The zebra crossing was designed in accordance with Chapter 6 of the Traffic Signs Manual and the Traffic Signs Regulations and General Directions 2016 and therefore does meet the required sightline requirements. It should also be noted that a Road Safety Audit (RSA) was undertaken for the scheme, which did not identify any issues regarding the siting of the proposed zebra crossings. 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 was 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.

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

### 9.2.3 Objection – Lighting Pollution and Temporary Traffic Management concerns

*'The flashing lights will hinder my sleep and work from home set up. Furthermore, the disruptions to traffic and bus routes during construction would negatively impact many people who use this major route'.*

#### Council Response

The proposed zebra crossing on Wolseley Road will be installed with Zebrite Belisha beacons, which has ultra-visible LED technology. This means that the lighting sensor adjusts to ambient lighting levels, reducing output at night to maintain contrast. This cuts unwanted lighting pollution, which can be a major nuisance to residents. For further information on this type of Belisha beacon, please visit: - [Zebrite - Traffic Safety Solutions](#)

The Belisha beacons will be fitted with a cover to shield the light emitting towards the windows of neighbouring properties, in order to reduce lighting pollution.

Whilst every effort is undertaken to complete such schemes as quickly as possible, the health and safety of all users of the junction and those executing the works need to be safeguarded. As a consequence, it is not only important to provide safe passage through the works for all road users but also to provide sufficient space in which operatives can work safely and without the possibility of being struck by passing traffic. Unfortunately, when usable road space is reduced, traffic lanes are narrowed and temporary traffic lights are deployed, journey time will inevitably be longer resulting in displaced traffic. However, short term inconvenience to residents and the public in general is outweighed by the long term safety and accessibility benefits which the zebra crossing will bring.

### 9.2.4 Objection – Cars turning into Wolseley Road will have to make a sudden stop

*'Cars coming from Crouch End will turn onto Wolseley to be confronted by pedestrians on the crossing. Seems more dangerous. A crossing nearer to Tivoli gives a clear view'.*

#### Council Response

It is unlikely that cars will need to stop suddenly, as they will be travelling at a lower speed, having just made the turn into Wolseley Road from Park Road. Moreover, the proposed zebra crossing will also be introduced on a raised junction table, which will significantly reduce vehicular speeds and make it easier and safer for pedestrians to cross the road on the top of the table where speeds are at their lowest.

The zebra crossing was designed in accordance with Chapter 6 of the Traffic Signs Manual and the Traffic Signs Regulations and General Directions 2016 and therefore complies with national standards and best practise.

Chapter 6 of the Traffic Signs Manual states that where a crossing is on a minor road, drivers of vehicles turning into that road need time to judge the situation and space in which to stop. Crossings on a minor road should be sited far enough from a give way or stop line to allow at least one car to stop before the crossing. The proposed zebra crossing on Wolseley Road will be installed approximately 6m (one car space), from the Park Road junction.

It should also be noted that zig-zag road markings, zebra crossing warning signs and Belisha beacons will be introduced to alert approaching drivers to the presence of the crossing. The proposed zebra crossing will also be introduced on a raised junction table, which has been designed to slow the speed of approaching vehicles.

Our preliminary traffic surveys indicate that the pedestrian desire lines (where most people cross the road) is by the Wolseley Road/Park Road junction, hence the proposed location.

Furthermore, an independent RSA was carried out on the scheme proposal, which did not identify any issues with vehicles turning manoeuvres.

#### 9.2.5 Comments from Haringey Cycling Campaign (HCC)

*'Can we keep the crossing on the Park Road at the existing Location?'*

##### Council Response

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. In this case, it is proposed to relocate the existing zebra crossing on Park Road approximately 6m away from the Wolseley Road junction in order to improve road safety and pedestrian accessibility.

#### 9.2.6 Comment - Police Traffic Management Officer for Haringey

*'My main concern here is the placement of the zebra in Wolseley Road so close to the junction. Are any temp signs planned to highlight the presence of this new crossing?'*

##### Council Response

The zebra crossing was designed in accordance with Chapter 6 of the Traffic Signs Manual and the Traffic Signs Regulations and General Directions 2016. In addition, an independent road safety audit, has been carried out on the scheme proposal, which did not identify any issues regarding signage for this scheme.

The Council will be introducing "New Zebra Crossing Ahead" signage on the approach to the zebra crossings.

## 10 Contribution to strategic outcomes

- 10.1 The installation of the zebra crossing at this location will support the delivery of the Council's Road Danger Reduction Action Plan, by introducing a safe crossing point for pedestrians, in particular vulnerable road users. It will also support the delivery of the Council's wider [Transport Strategy](#), encouraging walking, as pedestrians will feel more confident and safe when needing to cross the road.

- 10.2 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.'

### **Statutory Officers' comments**

#### **11 Finance**

- 11.1 This report seeks the approval for the implementation of the proposed zebra crossing on Wolseley Road, near the junction of Park Road for a total cost of circa £137k. The cost of this proposal will be fully met from the Council's capital programme, under capital scheme number 302 – Borough Roads.

#### **12 Legal**

- 12.1 Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act (RTRA) 1984, subject to Regulations made by the Secretary of State.
- 12.2 Before establishing, altering or removing a crossing a local traffic authority shall consult the chief officer of police about their proposal to do so and shall give public notice of that proposal.
- 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 RTRA 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 It is the view of Legal Services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

#### **13 Equalities**

- 13.1 The Council has a public Sector Equality Duty under the Equality Act (2010) to have due regard to the following:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
  - Advance equality of opportunity between people who share those protected characteristics and people who do not.
  - Foster good relations between people who share those characteristics and people who do not.

- 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 a new zebra crossing included in the proposal would allow greater accessibility and safety of those in wheelchairs, and/or with buggies, thereby advancing equality of opportunity for groups with protected characteristics such as disability as well as pregnancy and maternity.

#### **14 Use of Appendices**

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