

Report for: Cabinet Member for Tackling Inequality and Resident Services

Title: Proposed speed reduction measures on Ferme Park Road N4/N8

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Ward(s) affected: Crouch End, Hornsey and Stroud Green

**Report for Key/
Non-Key Decision:** **Non-key decision**

1 Describe the issue under consideration

- 1.1 To report on the feedback received during the public consultation carried out from 11 April to 5 May 2023, on proposals to introduce speed reducing measures on Ferme Park Road.
- 1.2 To request approval to proceed to statutory consultation, 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 Gives approval to proceed to statutory consultation on proposed speed reducing features along Ferme Park Road as detailed in Appendix A, having taken the feedback from the public consultation into consideration.

4 Reasons for decision

- 4.1 The Council is required to consider the feedback received during the public consultation period, in particular any objections to the proposals, prior to proceeding to statutory consultation. The proposal consulted upon is aimed at improving road safety for all road users.

5 Proposed Option

- 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, 10m to the west of its current location
- 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

6 Alternative options considered

6.1 None.

7 Background Information

- 7.1 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.
- 7.2 The Road Danger Reduction Action Plan and Investment Plan for 2022-23 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.
- 7.3 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 Personal Injury Accidents (PIA), 8 slight and 1 serious. Two of the PIAs involved pedal cyclists and two involved motor cyclists.
- 7.4 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.
- 7.5 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.
- 7.6 As part of this year’s Road Danger Reduction Investment Plan, the Council carried out a public consultation on the proposal to introduce speed reducing measures on Ferme Park Road, as set out on the plan in Appendix A and detailed in section 5 of this report.
- 7.7 The total cost of the scheme is £375k, and funding is assigned through the agreed capital programme.

8 Consultation

- 8.1 Ward Councillors were informed about proposals on 29 March 2023. Councillor Luke Cawley-Harrison, Councillor Cressida Johnson and Councillor Lester Buxton welcomed the proposals.
- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 11 April 2023. A copy of the public consultation plan is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 8.3 The public consultation letter was uploaded on the Council’s website via the link: [Road safety consultations | Haringey Council](#)

9 Responses to Consultation

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

Table 1 – Public Consultation Analysis

		Count	%
Support / object	Support	45	64%
	Object	17	24%
	Other view	8	11%
	Total	70	100%

- 9.2 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. Objections have been summarised below, together with the Council response.

9.2.1 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 around the 1880s, 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, furniture and picture frames to rattle. It is believed 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 transverse the raised tables, which will generate noise as well as unsafe brake dust, to such an extent as to make life intolerable for residents.

Council 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 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.

9.2.2 **Objection – Loss 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, would result in more frustrated residents not being able to park outside or in close proximity to their properties. The proposed parking restrictions will also encourage large delivery vehicles and mini cabs to park obstructively, as there will be inadequate space for them to load/unload.

Some residents are of the view that the parking reduction proposals are exacerbated by Ferme Park Road being situated on the borderline of two Controlled Parking Zones (CPZ). As a result, at 12 o'clock each day, there is a surge in occupancy from the neighbouring zone, from residents who do not have permits and tradesmen working in the local area. Already this means that it is 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.

Council 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 helping us on the journey to achieve Vision Zero, which is to eliminate all deaths and serious injuries on our roads by 2041.

As part of our 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 by the side roads along Ferme Park Road and, where viable, have extended the existing waiting and loading restrictions.

The concerns raised about permit parking in the Ferme Park Road area have been forwarded to our Parking Schemes Team, which is the team responsible for introducing/amending all CPZs in the borough, for its information/consideration. Moreover, if local residents feel that the existing CPZ operational hours are inadequate

on and in the vicinity of Ferme Park Road, the Council recommends the submission of a petition form, from the local community. The Council supports this with the use of e-petitions which can be found on the Council web page:

<https://www.haringey.gov.uk/local-democracy/meetings/petitions>.

With regards to motorists parking obstructively, the Council welcomes calls directly from members of the public to report illegal parking on 020 8489 2102 so that we can deploy our officers at the earliest opportunity. For further information on parking enforcement please visit: <https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-and-traffic-enforcement/dangerous-and-obstructive-parking#contact>

9.2.3 **Objection - Relocation of some pavement parking bays back on to the road is an unnecessary obstruction**

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 to pass each other.

A resident is also of the view that the proposal to relocate the parking bays back on to the carriageway, between Weston Park and Tottenham Lane, will create a swept path issue for the W3 bus leaving from bus stop X (located outside 149 Ferme Park Road), forcing the bus to enter the oncoming traffic lane, in order to avoid conflicting with the vehicles which will be parking in the carriageway fronting this bus stop.

Concerns have also been raised that the Ferme Park Road/Tottenham Lane roundabout junction already creates tail backs along Ferme Park Road. With the additional proposed parking amendments, it is believed that this measure will congest the road to a stalemate.

Council 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's newly adopted Footway Parking Policy, which is available on the Council website - [Briefing for: \(haringey.gov.uk\)](https://www.haringey.gov.uk).

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.

With regards to the concern about buses emerging from bus stop X conflicting with cars parked within the designated carriageway parking bays, a swept-path analysis and site observations have been undertaken to ensure that the proposal is viable.

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 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.

Finally, the Council will be consulting with the local community on additional proposals to improve road safety and the operation of the Ferme Park Road/Tottenham Lane roundabout in due course.

9.2.4 **Objection - Enlarging existing traffic islands will cause noise/vibration issues to neighbouring properties**

Concerns have been raised that enlarging the existing traffic islands will force buses and other heavy vehicles to drive closer to residential properties, which may lead to additional noise, vibration and structural issues.

The proposal to increase the width of the traffic islands, will also result in pinch points/ swept path issues for buses.

Council 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 transverse the vertical and horizontal traffic calming measure at lower speeds, which is likely to reduce the level of noise, vibrations already being experienced.

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.

9.2.5 **Objection – Haringey Cycling Campaign (HCC)**

The HCC comments are then followed by a Council response.

9.2.5.1 *'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.

9.2.5.2 *'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 motorist that cyclists will be traveling in the centre of the carriageway (primary position) through the traffic islands (pinch points).

9.2.5.3 *'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.

9.2.5.4 *'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'.

9.2.5.5 *'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.

9.2.5.6 *'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.

9.2.5.7 *'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).

9.2.5.8 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 apposed to Ferme Park Road, which was then included in the Councils '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 of 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 we address this issue now and make the road safer for all road users.

9.2.5.9 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 (PIA's). 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 omitted 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 motorists that cyclists will be traveling in the centre of the carriageway (primary position) through the traffic islands.

9.2.6 **Objection – Proposed zebra crossing outside 82 Ferme Park Road will cause pollution and antisocial behaviour issues**

'There are temporary lights located in the same place you propose the new crossing, which have been a great eye opener in terms of impact that queuing traffic will have outside my house at no. XX. Currently, the traffic queuing outside with idling engines is producing far more pollution which can be smelt through my front windows. The accompanying revving of engines, music being blared from car stereos etc is a significant noise pollution also. It's even woken me up in the mornings, even with double glazing. The significant position, on the steep area going towards the top of the hill means cars and buses are pulling away from the lights with great noise, far more than from a flat position. Surely it would make more sense to avoid this extra and inevitable noise by placing the crossing at the top of the hill, on the flat area. I would urge you to consider the relocation of this crossing to a more suitable place.'

Council response

An evening workshop was held on 10th March 2022 at the 'Union Church & Community Centre' on Western Park, to discuss residents/stakeholders concerns and listen to suggestions on how to improve road safety. Project Centre, a traffic consultancy, was tasked to prepare preliminary designs based on the outcomes of the engagement and analysis of data from the road. It was identified that additional formal crossing points are required along Ferme Park Road, in order to improve pedestrian accessibility and road safety. It was identified that this location would benefit from a zebra crossing, as it is in close proximity to St Gildas' Catholic Junior School, St Peter's and St Gildas' Infant & Junior Schools and also to bus stop F.

This scheme has been designed to reduce road danger, making vulnerable road users' journeys safer, particularly for pedestrians and cyclists, which will encourage more people to choose active travel options leading to:

- improved health,
- better air quality and
- meeting the Walking and Cycling Action Plan vision to make "walking and cycling the natural choice" by 2031.

With regards to the various antisocial behaviour issues, residents can report dangerous, illegal, or antisocial road user behaviour directly to the police via their online reporting tool, RoadSafe London. Every report helps the police and TfL to understand where and when bad road user behaviour takes place. The information and intelligence gathered via this tool is used to inform the activity of the police and partners. The tool is available online at <https://www.met.police.uk/ro/report/rti/rti-a/report-a-road-traffic-incident/>

9.2.7 **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 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).

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, a large number of parking spaces will be removed, which will be unpopular with the local community.

9.2.8 **Other view – Attention required for scooter/moped riders and cyclists**

'I believe you need to give some attention to how you deal with scooter/moped riders and cyclists who more often than not present the biggest danger to pedestrians. The likelihood is that many will ride up on pavements to avoid traffic slowing down if you put in traffic calming measures. This increased danger could potentially be designed out with a little bit of thought'.

Council Response

Riding scooter/moped and cycles without due care or attention or consideration for others is an offence dealt with by the police. It is important that incidents are reported to the police <https://www.met.police.uk/ro/report/ocr/af/how-to-report-a-crime/> or by phone via 101, in an emergency you should dial 999. Reports can also be made anonymously to CrimeStoppers at

<https://crimestoppers-uk.org/give-information/forms/pre-form> or by phone on 0800 555 111.

10 Contribution to strategic outcomes

- 10.1 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.
- 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.*'

11 Carbon and Climate Change

- 11.1 The scheme will help contribute positively to carbon emission reduction and mitigate climate change in the following ways:
- 11.1.1 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.
- 11.1.2 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

12 Finance

- 12.1 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 Council's capital programme.

13 Legal

- 13.1 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.
- 13.2 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.

- 13.2 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.
- 13.3 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.
- 13.4 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.
- 13.5 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. An initial public consultation has been carried out as set out in this report which the decision maker must consider first before deciding whether or not to approve the recommendation in this report. This is for authority to carry out the statutory consultation (as set out in the Highways (Road Humps) Regulations 1999)..
- 13.6 What is being proposed and recommended within this report is in accordance with the law, as set out in this section.

14 Equality

- 14.1 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

The Equality Act (2010) replaced previous anti-discrimination laws and introduced the term 'protected characteristics' to refer to the following nine groups that are protected under the Act:

- Age
- Disability
- Gender Reassignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race
- Religion or Belief
- Sex
- Sexual Orientation

- 14.2 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.
- 14.3 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. '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.

15 Use of Appendices

- Appendix A – Public consultation letter and plan

- Appendix B – Consultation boundary
- Appendix C – Full consultation report