

Report for: Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

Title: Proposed Zebra Crossing on Perth Road, N22

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Ward(s) affected: White Hart Lane

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

1 Describe the issue under consideration

- 1.1 To determine if the proposed zebra crossing on Perth Road near the junction with White Hart Lane, N22 should be implemented.
- 1.2 To request approval to proceed to implementation, after considering objections and officer's view regarding those objections.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

The Head of Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services is asked to:

- 3.1 Consider all feedback to the public and statutory consultation carried out from 25 October to 15 November 2023 set out in Appendix D, on the proposals outlined in Appendix A together with officers views regarding that feedback set out in paragraph 8.2.1 of this report.
- 3.2 Agree that the Council shall exercise its discretion to not cause a public inquiry to be held for the reasons set out in paragraph 8.3 of this report.
- 3.3 Approve the implementation of the proposed zebra crossing on Perth Road near the junction with White Hart Lane, as set out on the plan in Appendix A and the making of all necessary traffic management orders (TMOs) to enable the proposed zebra crossing to be implemented.

4 Reasons for decision

- 4.1 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to improve safety and reduce road traffic collisions. The proposals consulted on will provide a clearly defined crossing point and will give pedestrians the right of way

over traffic, enabling them to cross the road safely, which will assist in reducing personal injury collisions.

- 4.2 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason. The decision also relates to only one ward and so it is not a key decision for that reason as the effects of the decision will not have a significant impact on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

5 Alternative options considered

- 5.1 Do nothing: This option was rejected as it would not deliver an improvement to road safety and so the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988 to “take steps to prevent accidents”.

6 Background Information

- 6.1 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.

- 6.2 The Road Danger Reduction Action Plan and Investment Plan 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.

- 6.3 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 Perth Road near the junction with White Hart Lane, as detailed on the plan in Appendix A. The proposals include the following:

- Implement a raised zebra crossing on Perth Road N22 under Section 23 Road Traffic Regulation Act 1984 and section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999.
- To revoke approximately 4.5 metres of existing double yellow lines on both sides of Perth Road N22, from a point 3 metres south from its junction with White Hart Lane, in a southerly direction.
- To revoke approximately 24.2 metres of existing single yellow lines on both sides of Perth Road N22, from a point 7.5 metres south from its junction with White Hart Lane, in a southerly direction.

The above parking changes are required to facilitate the installation of the proposed raised zebra crossing and associated zig-zag markings on Perth Road N22, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossing; the northern set will be 4.5 metres in length, the southern set will be 17 metres in length. The centre of the crossing will be located 9.6 metres south from its junction with White Hart Lane and will be raised in height by extending the existing raised table on Perth Road N22 southwards by 5 metres.

- 6.4 The zebra crossing will improve the walking route for school children travelling to and from Riverside School and Mulberry Academy Woodside.

- 6.5 Officers investigated the collision data 3 years up to 31/12/2022 on Perth Road near the junction with White Hart Lane and can confirm that there were 5 slight recorded road traffic collisions, 1 involving injury to a pedestrian.
- 6.6 The proposed zebra crossing on Perth Road near the junction with White Hart Lane will provide a clearly defined crossing point and will give pedestrians the right of way over traffic, enabling them to cross the road safely, which will assist in reducing PIAs.
- 6.7 The total cost of the scheme is £78k, which will be funded via the Local Implementation Plan (LIP) settlement for 2023/24. It may be helpful to explain that the LIP is the process through which TfL provides funding to boroughs for schemes to improve their transport networks, in line with the Mayor for London's Transport objectives.

7 Consultation

- 7.1 Ward Councillors were informed about proposals on 11 October 2023 and no comments were received.
- 7.2 Notification documents were distributed to properties in the vicinity of the proposals on 25 October 2023. A copy of the statutory consultation document is attached as Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 7.3 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 attached as Appendix C which gave parties 21 days to make representations regarding the proposals in Appendix A as required by the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 ("LATOR"). A copy of the legal notice and draft order together with the statement of reasons explaining why the Council has proposed to make the order was made available at its offices as required under LATOR.
- 7.4 As part of the statutory process, the following statutory bodies were also notified as required by LATOR:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign
 - London Buses

8 Responses to Consultation

- 8.1 The full consultation report from which table 1 overleaf was extracted, is attached as Appendix D.

Table 1 – Public and Statutory Consultation Analysis

Scheme	Response	Count	%
	Support	3	75%

Proposed Zebra crossing on Perth Road, N22	Object	1	25%
	Total:	4	100%

- 8.2 The Council received 4 responses during the public and statutory consultation period, 3 (75%) in support, 1 (25%) who objected, which has now been withdrawn. The initial objection is summarised below together with a note of the discussions with the objector and officers and actions taken by officers.

8.2.1 Object – Metropolitan Police Service

‘I am very concerned about the placement of this crossing so close to the junction mouth on such a busy turning. I believe Perth Road is 20mph and, if so, TSM Chapter 6 lays out a Recommended Stopping Sight Distance of 22m for an 85th percentile of 20mph. This crossing doesn’t meet that distance for vehicles turning in from White Hart Lane. Looking at Streetview; both the park and the property on the east corner have trees very close to the border of their respective boundaries and there is also a sign post and telegraph pole on the east footway. None of this helps "inter-visibility". Additionally, the tactile layout shown does not meet the guidance. The MPS does not support this proposal’.

Officer response

A site meeting was undertaken on the 8 February 2024 with the Metropolitan Police’s representative, to discuss the Metropolitan Police’s concerns in detail with Council officers. After this meeting, Council officers presented a more detailed plan of the scheme proposal to the Metropolitan Police and received the following response: ‘Thanks for the new plans. Although the crossing is more or less in the area we discussed at the scene, it is still fairly close to the junction. It does look like a better sight line for the bus drivers and, hopefully, safer, but this is something that we can assess on the stage 3. I have no objection to this new layout’.

A stage 3 Road Safety Audit will be undertaken, when the highway scheme construction is complete. The Audit Team will examine the scheme site during daylight and during the hours of darkness, so hazards particular to night operation can also be identified. The Metropolitan Police will be invited to accompany the Audit Team on the site visit, to allow them to participate and offer their views.

The order does not prohibit loading or unloading at any time nor prohibit or restrict the passage of public service vehicles and so there is no obligation to hold a public inquiry. This report does not include a recommendation to hold a public inquiry as the implementation of the measures described in paragraph 6.3 above will contribute towards improved safety and road danger reduction and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

- 8.3 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTA) 1984 to (in summary) *“secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.”*

Officers consider that the factors which have pointed in favour of implementing the proposed zebra crossing include:

- The opportunity for pedestrians to safely cross Perth Road.
- The safe and convenient movement of pedestrians on the Council's road network including children travelling to and from nearby schools.
- not restricting the passage of public service vehicles.

9 Contribution to strategic outcomes

- 9.1 The installation of the new formal crossing at this location will support the delivery of the Council's Road Danger Reduction Action Plan action, by improving road safety. It supports the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

It will also support the delivery of the Council's wider [Transport Strategy](#), encouraging walking as road users will feel more confident and safe.

10 Carbon and Climate Change

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

- 10.1.1 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.

Statutory Officers' comments

11 Comments of the Chief Financial Officer

- 11.1 This report seeks the approval for the implementation of the proposed zebra crossing on Perth Road for a total cost of circa £78k.

The cost of this proposal will be fully met from the Council's capital programme, under capital scheme number 309 – TfL LIP Programme.

12 Comments of the Head of Legal Services and Governance

- 12.1 Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, in accordance with the Pelican Pedestrian Crossings Regulations and General Directions 1987; raised tables under Sections 90A and 90C of the Highways Act 1980 in accordance with the Highways (Road Humps) Regulations 1999 and the provision of zig-zag road markings/varying no parking restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.

- 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 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are sent out in Appendix D to this report and officers consideration of the same set out in section 8.2.1 of this report which must be taken into account before the decision whether to implement the zebra crossing/make the necessary TMOs is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 12.4 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 12.5 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations, and concluding that the restrictions represent an appropriate outcome.
- 12.6 The factors which have pointed in favour of introducing a controlled pedestrian crossing as set out in paragraph 8.4 above.
- 12.7 Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. The TMOs will not prohibit loading or unloading at any time nor prohibit or restrict the passage of public service vehicles as stated in paragraph 8.3 above and so there is no obligation on the Council to hold a public inquiry. Having considered the objections to the proposal, it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 8.3 of this report.
- 12.8 The decision to approve the highway works/alter/implement highway infrastructure and make/vary an order to introduce a pedestrian crossing is an executive decision that can be exercised by the Head of Highways and Parking in accordance with the Council's Constitution and delegation given by the Director of Environment and Resident's Experience in his scheme of delegation dated 13 March 2023.

13 Equality Comments

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

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the

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

- 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, including children (especially school children) and the elderly thereby advancing equality of opportunity for groups with protected characteristics such as disability as well as pregnancy and maternity.
- 13.4 'Age' is a protected characteristic, by increasing the safety of children and the elderly, 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.
- 13.5 Perth Road is in proximity to Riverside School and Mulberry Academy Woodside and therefore schoolchildren and women as their carers are likely to be some of the key beneficiaries of this scheme in terms of safe and active travel to/from school.

14 Use of Appendices

- Appendix A – Public and Statutory consultation letter and plan
- Appendix B – Consultation Boundary
- Appendix C – Legal Notice
- Appendix D – Full consultation report

15 Background Papers

None.