

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

Title: Proposed Zebra crossing on White Hart Lane near Compton Crescent, N17

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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 zebra crossing on White Hart Lane near Compton Crescent, N17 should be implemented. This is following statutory consultation undertaken on the proposals, for which all objections need to be considered.

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 10 July to 14 August 2024 set out in Appendix D, on the proposals outlined in Appendix A together with officer's views regarding that feedback set out in paragraph 8.2 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 White Hart Lane near Compton Crescent, N17, 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 prepare and carry out a programme of measures designed to promote road safety and carry out studies into accidents arising out of the use of vehicles and must in the light of those studies, take such measures to prevent such accidents. 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 measures to prevent road traffic accidents and so the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988.

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 collisions 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 Officers investigated the collision data for five years up to 31/04/2024 on White Hart Lane near the junction with Compton Crescent which revealed that there was a single fatal recorded road traffic collision, which resulted in a fatal injury to a motorcyclist.
- 6.4 Following requests from the local community and to address safety at this location, as part of this year's Road Danger Reduction Investment Plan, the Council is proposing to introduce a zebra crossing on White Hart Lane near Compton Crescent, N17, as detailed on the plan in Appendix A. The proposals include the following:
- Implement a zebra crossing on White Hart Lane near Compton Crescent, under Section 23 of the Road Traffic Regulation Act 1984.
 - To remove approximately 24 metres of double yellow lines/double kerb blips on the north side of White Hart Lane N17 from outside the shared property boundary of No.478/476 to outside No.484.
 - To remove approximately 16 metres of shared use Permit Holder Parking/Pay to Park on the south side of White Hart Lane N17 outside No.333.
 - To remove approximately 12.5 metres of double yellow line/double kerb blips on the south side of White Hart Lane N17 outside No.333.

The above parking changes are required to facilitate the installation of a Zebra Crossing and associated zig-zag markings on White Hart Lane N17, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossing; no more than 17 metres in both directions. The centre of the crossing will be located opposite the centre of No.480, east of the junction with Compton Crescent.

- 6.5 The zebra crossing will improve the walking route for school children travelling to and from Rowland Hill Nursery and Children Centre and Riverside School.
- 6.6 The proposed zebra crossing will provide a clearly defined crossing point and will give pedestrians the right of way over other traffic, enabling them to cross the road safely, which will assist in reducing Personal Injury Collisions (PIC's).
- 6.7 The total cost of the scheme is £80k, which will be funded via the Strategic Community Infrastructure Levy (SCIL) settlement for 2024/25. It may be helpful to explain that the SCIL is derived from contributions from developers to support the delivery of local infrastructure and development for the benefit of residents and businesses in the borough.

7 Consultation

- 7.1 Ward Councillors were informed about the proposals on 26 June 2024 and no comments were received.
- 7.2 Notification documents were distributed to properties in the vicinity of the proposals on 10 July 2024. A copy of the statutory consultation document is attached as Appendix A and 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 and London Gazette. 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"). The statutory consultation process was extended by 14 days due to the summer holiday period, giving parties 35 days in total to make representations. 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, some 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

8 Responses to Consultation

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

Table 1 –Statutory Consultation Analysis

		Count	%
Support or Object?	Support	11	79%
	Object	1	7%
	Other / Don't know	2	14%
	Total	14	100%

8.2 The Council received 14 responses during the statutory consultation period, 11 (79%) in support, 1 (7%) objection and 2 (14%) who had other views on the proposal. No explanation or reason was provided for the Objection.

8.3 No objection has been received regarding the order prohibiting loading or unloading at any time and the order does not prohibit or restrict the passage of public service vehicles and so there is no obligation that requires the Council 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 6.4 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.

8.4 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 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 White Hart Lane.
- 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 way:

10.1.1 Improving road safety: Improving road safety through provision of a safe crossing point, 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 issues 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 White Hart Lane near Compton Crescent, N17, for a total cost of £80k. The full cost of this proposal will be met from the current Council's capital programme plan, under capital scheme 309 – SCIL 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 and varying no parking restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.

12.2 Before establishing a controlled pedestrian crossing, the Council must consult with the parties described in paragraph 7.4 above and place/publish notice of the proposal(s) and make the draft order/notice available for inspection at its offices as described in paragraph 7.3.

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 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 are set out in paragraph 8.4 of this report.
- 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. No objection has been received regarding the TMOs prohibiting loading or unloading at any time and the TMO does not 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/install 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 Experience in this 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 The introduction of a zebra crossing would benefit, 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.

14 Use of Appendices

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

15 Background Papers

- None