

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

**Title:** Proposed amendments to Ferme Park Road's speed reduction measures scheme

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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 determine if the proposed amendments to Ferme Park Road's speed reduction measures scheme, should proceed, with some elements subject to statutory consultation, following an informal public consultation exercise.

**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 received regarding the informal public consultation carried out from 01 May to 23 May 2025 set out in Appendix D, on the proposals outlined in Appendix B, together with officers' views regarding that feedback set out in paragraph 8.2 of this report.
- 3.2 Approve the removal of the six speed tables on Ferme Park Road identified in paragraph 6.7 of this report as agreed with councillors.
- 3.3 Approve the implementation of roundels, SLOW markings and vehicle activated signs shown in Appendix B which do not require statutory consultation.
- 3.4 Approve the undertaking of statutory consultation regarding the proposals shown visually in Appendix B (except those approved under recommendation 3.3 above) for the area set out on the plan in Appendix C.

**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.

- 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.
- 4.3 The decision will also not result in significant impact on communities living or working in the Crouch End, Hornsey and Stroud Green wards, in particular, it will not result in substantial public interest/significant social, economic or environmental risk and so is not a key decision for this reasons to.

## **5 Alternative options considered**

- 5.1 Do nothing. This option was not progressed as road safety at this location would not be addressed.

## **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 An investigation into the 36 months' collision data (01/04/21 – 31/03/24) along Ferme Park Road, prior to the speed reduction measures scheme being introduced revealed that there have been 9 recorded road traffic collisions, 8 slight and 1 serious. Two of the road traffic collisions involved pedal cyclists and two involved motor cyclists.
- 6.3 Following concerns from the local community about speeding traffic along Ferme Park Road, as part of the council's Road Danger Reduction Investment Plan, a statutory consultation exercise was carried out in 2023/24 on proposals to introduce a 20mph zone with raised tables at regular intervals along the road, to self-enforce the speed limit. The majority of those who responded to the statutory consultation were in favour of the proposals and therefore the scheme was introduced in June 2024. A copy of the associated report can be accessed [here](#) (item 7).
- 6.4 Since the introduction of the scheme, the council has received a high number of complaints, including a petition signed by 34 residents about noise, vibrations and structural damage to properties. Some residents also feel that the speed tables have affected their quality of life and the enjoyment of their home, due to the noise and vibrations they are experiencing when a bus or large vehicle travels over them. The majority of complaints have been received from residents within the Crouch End ward.
- 6.5 A public meeting was held on 6 March 2025 at the 'Union Church & Community Centre' on Weston Park, to listen to residents' feedback on the scheme and to agree what mitigation measures should be progressed. Residents were invited to this meeting via a letter drop. At the meeting, which was attended by Crouch End ward councilors and the Cabinet Member for Resident Services & Tackling Inequality, council officers highlighted the 6 speed table locations that had received complaints and provided options that could be explored to help mitigate these. The meeting was attended by approximately 50 residents.
- 6.6 The general consensus from the public meeting was that whilst they acknowledge that the council introduced these features to reduce speed and improve road safety along this road, they want the speed tables replaced by other forms of effective traffic calming measures that do not include any vertical measures.
- 6.7 Following the public meeting, council officers met with the Crouch End ward councillors, the Cabinet Member for Resident Services & Tackling Inequality and the

Director of Resident Experience to review resident's feedback and to agree a way forward. An agreement was reached to remove the 6 speed tables where complaints have been received. These are located on Ferme Park Road at the following locations:

1. Outside 264-256 (Fairfield Road junction)
2. Outside 234/236
3. Outside 154/156
4. Outside 104/106
5. Outside 69/71
6. Outside 64/66

6.8 The removal of the 6 speed tables does not require the council to undertake a statutory consultation. As Ferme Park Road is served by the W3 and W5 bus, the removal of the speed tables will have to be undertaken during the school summer holiday period (August 2025). These works will take approximately 5 weeks to complete (weather permitting), and the council will aim to implement the replacement measures that are not required to be subject to a statutory consultation at the same time. The implementation of the other proposed alternative measures that need to be subject to a statutory consultation will be considered after any representations received as part of the statutory consultation have been considered.

6.9 The public consultation exercise was conducted to seek residents' views on the alternative measures being proposed at the 6 locations to replace the speed tables.

6.10 Following this public consultation exercise, a decision on whether to progress the alternative options to statutory consultation is required. The Statutory consultation process is the legal process that must be followed by the council, for any changes to parking and other restrictions.

6.11 Details of the proposed alternative measures, are listed below and set out on the plan in Appendix B:

- Outside 264-256 (Fairfield Road junction). Introduce a traffic island. Parking provision will be reduced on both sides of the road, total loss approximately 8 spaces.
- Outside 234/236. Introduce 'SLOW' road markings and a Vehicle Activated Sign (VAS)
- Outside 154/156. Introduce 'SLOW' and 20mph road markings
- Outside 104/106. Introduce 'SLOW' road markings
- Outside 69/71. Proposed removal of speed table, zebra crossing to remain
- Outside 64/66. Introduce a traffic island and a VAS. Parking provision will be reduced on both sides of the road, total loss approximately 12 spaces.

The above proposal includes a combination of measures to help maintain and reduce vehicular speeds. The changes proposed for Ferme Park Road will not include any vertical (raised sections of carriageway) traffic calming measures and therefore no noise/vibration/property structural issues will be experienced.

6.12 The total cost of the scheme is approximately £105k and funding is assigned through the agreed capital programme.

6.13 In accordance with section 122 duty under the Road Traffic Regulation Act 1984, officers have considered factors relevant to securing the expeditious, convenient, and safe movement of traffic, including pedestrians, and ensuring suitable and adequate parking facilities having considered securing accessibility to premises, regulating and

restricting the use of roads by heavy commercial vehicles, air quality objectives and facilitating the passage of public service vehicles. Officers consider that maintaining the safe and convenient movement of pedestrians and facilitating the passage of public service vehicles along Ferme Park Road are important factors that the proposal to maintain the 20mph speed limit along Ferme Park Road using the alternative measures in Appendix A will achieve.

- 6.14 Many respondents do not support the proposed reduction of parking on Ferme Park Road. However, the reduction of parking is required to accommodate the proposed 2 x traffic islands as the parking would obstruct passage of motor vehicles. The traffic islands will be situated in the centre of the road, to help reduce vehicle speeds and over-taking, which will assist in tackling road danger and help on the journey to achieve Vision Zero, which is to eliminate all deaths and serious injuries on our roads by 2041.

Although it has been reported by some respondents that there is a shortage of parking spaces on Ferme Park Road, Haringey has an extensive transport network that can be used by the local community as an alternative to car use. Cars can offer great convenience and mobility but can also reduce the mobility of others by marginalising some road users and discouraging walking and/or cycling because of the way the built environment is designed to favour cars. The right planning approach can encourage a shift towards a wider range of transport options that can help support a healthier and more environmentally sustainable transport system.

It should also be noted that the Parking Policy & Projects Team in the last two years conducted a CPZ review in the Ferme Park Road area, and the results indicated that the local community is happy with the existing CPZ operational hours and that the level of parking in the area is sufficient.

The Network Management Duty places a statutory duty on Local Authorities to secure the “expeditious movement of traffic” on the road network; this includes pedestrians and cyclists as traffic. The Council also has a statutory duty to improve road safety, and the measures proposed support both. It is the view of officers that these changes are essential to ensure the expeditious and safe movement of traffic and to facilitate a reliable public transport service.

- 6.15 While the proposal may potentially impact certain residents' human rights - such as Article 1 of the First Protocol (the right to peaceful enjoyment of possessions), Article 8 (the right to respect for private and family life, home, and correspondence), and Article 14 (prohibition of discrimination), the proposal accords with the law as the Council is permitted, under the RTRA, to restrict or regulate traffic.
- 6.16 The Council also pursues the legitimate aim of securing the expeditious, convenient and safe movement of vehicular and pedestrian traffic which the proposed measures will achieve by providing safe access and use for pedestrians of Ferme Park Road and is therefore considered proportionate

## **7 Consultation**

- 7.1 The public consultation document was sent to the Ward Councillors on 23 April 2025.
- 7.2 Public consultation documents were distributed to properties in the vicinity of the proposals on 1 May 2025. A copy of the public consultation document is attached as Appendix A (letter and questionnaire) together with the consultation plans as Appendix B and a copy of the consultation boundary, which can be found in Appendix C.
- 7.3 The public consultation documents were also uploaded on the council's website.

## 8 Responses to Consultation

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

**Table 1 – Public Consultation Analysis**

		Count	%
Support or Object	Support	54	60%
	Object	27	30%
	Other	9	10%
	Total	90	100%

- 8.2 The Council received 90 responses during the public consultation period, 54 (60%) in support, 27 (30%) in objection and 9 (10%), who had other views on the proposals. Objections have been summarised below together with officers' recommended response.

### 8.2.1 Objection 1 – Do not remove the speed tables

A significant number of respondents have indicated that, over the years, they have observed alarmingly high vehicular speeds along the road. They note that the only intervention implemented thus far that has demonstrated effectiveness in reducing vehicle speeds, is the installation of the speed tables. Whilst others are of the view that even with the present speed tables, speeding is still an issue, and their removal would make the situation much worse.

Several respondents reporting witnessing numerous speed-related traffic collisions over the years and believe that it is only a matter of time before a serious injury or fatality occurs, reinforcing their view that the measures should remain in place. Some adding that further measures are also needed.

### Council Response

Whilst the council is in agreement that Ferme Park Road needs speed reduction measures, there are concerns about those currently in place.

The main concerns raised by residents include noise, vibrations, and about structural damage to properties. Some residents also feel that the introduction of the speed tables have affected their quality of life and enjoyment of their home due to the noise and vibrations they are experiencing when a bus or large vehicle travels over them.

A public meeting was held on 6 March at the Union Church & Community Centre to discuss residents' concerns. The meeting was well attended by residents. It was clear from the feedback that the majority of those who attended want the council to remove the speed tables as they feel they have affected their quality of life and the enjoyment of their home, due to the noise and vibration they are experiencing every time a bus or large vehicle travels over these features. The general consensus was that whilst they acknowledge that the council introduced these features to reduce speed and improve road safety along this road, they want the speed tables replaced by other forms of effective traffic calming measures that do not include any vertical measures.

Following the public meeting, council officers met with the Crouch End ward Councillors, and the Cabinet Member for Resident Services & Tackling Inequality to review resident's feedback and to agree a way forward. This resulted in an agreement to remove 6 speed tables on Ferme Park Road, where complaints have been received and replace them with alternative measures to maintain road safety including traffic islands, vehicle-activated sign (VAS) and road markings the effectiveness of which is explained in the Council's response in paragraph 8.2.2 below.

### **8.2.2 Objection 2 – The proposals are inadequate, speed cameras are required**

A large volume of respondents believe that the proposal to replace the six speed tables with 20mph / 'SLOW' road markings, VAS and traffic islands, will not be effective in reducing vehicular speeds on Ferme Park Road. They have also added that Ferme Park Road has a large amount of footfall, including school children travelling to and from school, therefore road safety should not be compromised.

Many drivers currently disregard the proposed measures and are likely to continue doing so, thereby rendering the associated expenditure a potential misallocation of taxpayers funds. Some respondents believe that motorists need to adapt to slower driving habits; however, they argue that the proposed amendments/interventions are insufficient to enforce such behavioural change. Whilst others are concerned that the proposed amendments may still cause noise/vibration issues.

Many respondents are of the view that speed cameras are the only effective way to compel motorists to slow down. They argue that installing these cameras would generate thousands of pounds in fines and consider TfL's refusal to implement them unjustifiable.

#### **Council Response**

The changes proposed for Ferme Park Road will not include any vertical (raised sections of carriageway) traffic calming measures and therefore no noise/vibration/property structural issues will be experienced.

The new proposal includes a combination of measures to help maintain and reduce speeds. These include traffic islands, VAS and road markings. Reference 'Local Transport Note 1/07' and 'Traffic Calming and TfL's Achieving lower speeds: the toolkit'.

**Traffic Islands** - employ the psychological logic of road narrowing and the breaking of sight lines to increase motorist concentration and thereby deliver slower speeds. Studies have found that traffic islands are effective in maintaining low speeds within a traffic calming scheme. Expected reductions in speeds are estimated at between 1 and 3 mph.

**VAS** – consist of an internally mounted radar that detects a vehicle speed, and if this speed meets a set threshold, a message is displayed. They are a form of digital road sign commonly deployed for speed compliance reasons. In practice, they have been found to be more effective than traditional signs, as their luminance provides a contrast that has more of an impact on motorists.

The Transport Research Laboratory conducted an extensive study into VAS, examining 60 sites across a mixture of A, B and C class roads in Britain. This study found that motorists responses were the same even three years following implementation, with VAS roundel sites seeing reductions of 1 to 14mph (the higher end included a speed limit change). This study also outlined the impact of a vehicle activated sign roundel deployed in combination with a speed limit change from 30 to 20mph. Reductions were

seen for all sites, ranging between 4.4 and 7.5mph, with an average reduction in mean speeds of 6.2mph.

**Road markings** – Road markings vary in design but consist of painted lines, symbols or words on the carriageway eg 20mph roundels and 'SLOW' road markings, painted on the carriageway, telling motorists to slow down. These are an important adjunct to traffic calming. They may be used to warn drivers of changes ahead and support the traffic calming measures. The markings are therefore designed to assist drivers. 20 mph roundels, trials at four sites gave 1.5 mph mean speed reduction.

**Speed cameras** – are an important tool in maintaining and improving road safety. They keep drivers on their best behaviour and make roads safer. That means they should only be a burden for bad drivers. Speed cameras record a vehicle's speed by using detectors in the road or radar technology, depending on the type of camera. If a motorist is caught breaking the speed limit, the image recorded by the camera will scan the motorist's car's number plate to get the registered address from the DVLA. Following this, a Notice of Intended Prosecution (NIP) will be sent to the registered owner of the vehicle.

Speed cameras are not an option that can be considered at this time. This is because Transport for London (TfL) who is responsible for installing, maintaining and monitoring speed cameras in London are currently undergoing a review of their speed camera request process. Once this exercise is complete, TfL will review new requests. The council has been in regular dialogue with TfL regarding request for speed cameras and the most recent update from them is as follows:

*'Whilst we have committed to expansion of our safety camera network in future, we are not routinely expanding the network to new sites at the present time. We are currently undertaking the essential preparatory work for this, in partnership with the police, and ensuring we have all the necessary elements in place before rolling out new camera sites. This includes working with the Met Police to build capacity to enforce up to one million offences through implementing offence processing technology and recruiting enforcement staff, as well as exploring new camera technology to ensure that we are investing in the best and most cost-effective systems for the future. This will also help to improve the effectiveness of the existing camera network, which is made up of over 800 safety cameras across London'.*

*'Competition in the safety camera market is severely limited because of the rigorous testing required as part of the Home Office Type Approval process and the length of time this takes. This has resulted in significant challenges and costs for us given the size of our safety camera network and has contributed to the delay in expanding the fixed safety camera network to other priority sites'.*

*'Our priority is reletting our major safety camera contracts which is essential so that we can continue to enforce speed and red-light offences by cameras. We expect to have completed contract negotiations in 2025/26. We will then focus our attention on expansion of the network to new locations using a risk-based methodology'.*

### 8.2.3 Objection 3 – Return to previous parking arrangement - partial pavement parking

Some residents feel that the recently introduced carriageway parking along sections of the road, is unsafe, as the bays are too narrow to accommodate many vehicles, effectively reducing the number of usable parking spaces. They also express concern that parking enforcement officers have targeted vulnerable individuals who park partially on the pavement in an effort to do so safely, leading to tension and what are seen as

unfair penalties for local residents. Some residents argue that parked cars are not an effective form of traffic calming and believe that parking should return to the previous arrangement, with vehicles parked partially on the pavement.

### **Council Response**

The speed reduction measures scheme introduced in June 2024, included relocating sections of partial footway parking fully onto the carriageway, to create Chicanes to help regulate traffic speeds. Chicanes require cars to slow down to negotiate with oncoming motor vehicles. They can be created using physical buildouts and islands, or via parking bays, allowing either single or two-way traffic depending on the deflection and space remaining. They are a proven speed reduction measure. Footway parking moved onto the carriageway at locations where the usable footway did not meet Department of Transport's guidelines.

The width of the parking bays which have been relocated fully into the carriageway, conform with the parameters set out in the Traffic Signs Regulations and General Directions 2016. Drivers are therefore required to park correctly within the markings of the bays. Notwithstanding that we will evaluate if any parking can be widened to the current local standard of 2m as historically some had been implemented at 1.8m.

#### **8.2.4 Objection 4 – Do not remove any more parking**

Many residents oppose the removal of further car parking spaces, arguing that there are already too few available. They often have to park on nearby streets, which makes it harder to monitor their vehicles and increases the risk of theft or damage.

One resident expressed that she has two young children, and having to carry them alone uphill and over a long distance to reach her car causes her significant anxiety. Whilst another resident has stated that they are required to drive for work and often need to transport numerous items to and from their home. The removal of nearby parking spaces would have a significant negative impact on their daily routine as they rely on convenient access to load and unload their vehicle.

Another respondent expressed concern that adding two more traffic islands, bringing the total to five for the road, would be excessive, especially given the size of the road and the existing traffic calming measures. They also argued that losing an additional 20 parking spaces is unreasonable, considering the number already removed due to earlier interventions. Based on current experience with the three existing traffic islands, they noted that buses struggle to navigate them, resulting in increased noise and vibrations. Introducing two more islands, they believe, would only exacerbate these issues.

Whilst another resident is of the view that the proposed traffic islands with their plastic bollards are truly just a hideous eyesore and that this would be a backwards step.

### **Council Response**

The reduction of parking is required to accommodate the proposed traffic islands, which will be situated in the centre of the road, to help reduce vehicle speeds and to prevent over-taking. They will be introduced to comply with LTN1/20 (the Government Cycle Infrastructure Design guidance) to ensure cyclist safety is not compromised.

With regards to the proposed traffic island by the Fairfield Road junction, it should be noted that footway parking restricts pedestrian access, particularly for wheelchair users, people with limited mobility, people with visual impairments and families with young children. This proposal will increase the footway width available to pedestrians,



thus improving pedestrian accessibility. The changes are consistent with Haringey Council's newly adopted Footway Parking Policy, which is available on the council's [website](#).

Although it has been reported by some respondents that there is a shortage of parking spaces on Ferme Park Road, Haringey has an extensive transport network that can be used by the local community as an alternative to car use. Cars can offer great convenience and mobility but can also reduce the mobility of others by marginalising some road users and discouraging walking and/or cycling because of the way the built environment is designed to favour cars. The right planning approach can encourage a shift towards a wider range of transport options that can help support a healthier and more environmentally sustainable transport system.

London buses have not reported any issues with the W3 bus negotiating the existing traffic islands along Ferme Park Road. As part of the design process, a swept-path analysis was conducted to ensure that the proposed traffic islands will not impede buses and HGV's from travelling along the road.

#### **8.2.5 Objection 5 - Why is Haringey rolling out harmful and damaging road schemes**

One resident noted that during the original consultation stage, prior to the commencement of any works, some residents expressed concern that the introduction of speed tables would result in increased noise, vibration, and potential structural damage to their properties. The resident questioned why the council would implement measures perceived as harmful and damaging, asserting that such interventions should undergo thorough testing and approval prior to installation, followed by evaluation after implementation.

It was also questioned whether there is any technical validity/specialist evidence to the complaints raised about noise, vibrations and structural issues. Also, if the measures go ahead, what evidence is there that the new measure will have a different impact from the current measures.

#### **Council Response**

When considering the use of road humps, the council relies on data provided by the Department of Transport, who commissioned the Transport Research Laboratory 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 vertical traffic calming measures introduced for this scheme adhere to the recommendations from this study.

LTN 1/07, which is publicly available document, states that traffic-generated, ground-borne vibrations are produced mainly from the interaction between the rolling wheels of vehicles and the road surface. The magnitude of the vibrations is affected by discontinuity in the road profile, the vehicle loading, the vehicle speed, the vehicle suspension, the distance from the vibration source and the soil type. Ground-borne vibration diminishes as it radiates from the source. The firmer the soil in the vicinity, the more localised will be the vibration effects. Traffic vibrations are generally experienced by fewer people than traffic noise. However, once vibration is experienced, it is more likely to cause disturbance, which has been the case from the residents on Ferme Park Road who have complained. The council took the decision to remove 6 of the speed

tables following consideration of the number and level of complaints including feedback provided at the public meeting.

The changes proposed for Ferme Park Road will not include any vertical (raised sections of carriageway) traffic calming measures and therefore will not contribute to any noise/vibration/property structural issues that may be experienced. The measures highlighted above all relate to vertical measures.

#### **8.2.6 Objection 6 – The current speed tables are too flat**

One resident is of the view that the current speed tables are too flat and do not require cars or buses to slow down. The council should have introduced smaller but taller speed bumps, such as on Shepherds Hill, which is also a bus route.

##### **Council Response**

It is important to note that the W3 bus, which operates along Ferme Park Road, is a double-decker, whereas the W5 bus, a single-decker, runs along Shepherds Hill. As a result, the wheelbase of the two buses differ.

Speed tables are an extended flat-top hump with at least a 6-metre-long plateau, plus ramps. They are designed to reduce discomfort to longer wheelbase vehicles, such as the W3 bus. Moreover, as part of the consultation process, LT Buses were consulted and their preferred type of road hump was implemented.

#### **8.2.7 Objection 7 – The Council is making life difficult for all drivers**

A respondent believes that rather than imposing measures that inconvenience all drivers, the council should install speed cameras to ensure only those who exceed the speed limit are penalised. They argue that the council fails to distinguish between drivers who rely on their vehicles for independence – such as disabled individuals or for work, including delivery drivers and emergency personnel and those who could reasonably choose alternative transport. The council's approach of blanket restrictions on all drivers is seen as a form of collective punishment and is viewed by some as discriminatory.

##### **Council Response**

The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to improve road safety and reduce road traffic collisions. The proposed amendments to the speed reduction measures on Ferme Park Road, is not intended to punish law-abiding drivers, but to improve road safety for all road users, especially the vulnerable and less able.

Please refer to 8.2.2 regarding speed camera request.

#### **8.2.8 Objection 8 – Lighting Pollution from Vehicle Activated Signs**

One respondent expressed concern that the lamp post, where the proposed VAS will be located, is situated directly outside their property, and as they live in a first floor flat, the existing streetlight already shines brightly into their living room. They are in the process of lodging a complaint to have a shield installed to reduce the glare. They worry that adding a VAS will further intrude into their living space, while doing little to reduce vehicle speeds. As the living room is a space where they spend a significant amount of time, they strongly oppose the installation of the VAS outside the window.

### **Council Response**

The proposed VAS units will be LED lit, and the lighting source will be directed towards on-coming vehicles. The light sensor adjusts to ambient light levels, reducing output at night to maintain contrast, cutting out unwanted light pollution, which can be a nuisance to residents. The VAS is only activated when a speeding vehicle is detected.

In terms of the effectiveness of the VAS, please refer to 8.2.2 above.

#### **8.2.9 Objection 9 – Traffic Island will compromise road safety**

A resident believes that the cars currently parked directly outside their home act as a protective barrier between moving traffic and the relatively narrow pavement. Removing these parked cars would bring vehicles closer to their front door and increase their exposure to traffic while walking along the pavement. The presence of parked cars helps create a sense of separation from the road; without them, the home would feel as though it's situated on a main road or high street, which they believe may negatively affect its value. The resident has also stated that they absolutely reject the changes to the area outside 64/66 and will petition, along with their neighbours, the proposed changes if the council decides to go ahead. They also added that they have no issues with the existing raised table.

### **Council Response**

Traffic islands employ the psychological logic of road narrowing and the breaking of sight lines to increase motorist concentration and thereby deliver slower speeds. Studies have found that traffic islands are effective in maintaining low speeds within a traffic calming scheme.

Whilst parked cars act as a barrier this is not a sustainable solution as it relies on vehicles being parked within the bays at all times. Furthermore, the width of the footway at this location is approximately 2.5m, which is adequate for a residential road.

#### **8.2.10 Objection 10 – The road works will cause disruption**

Some respondents are concerned that they will have to endure the stress of road works, the noise, limited access to their road and disruption to the local bus network, whilst the amendments are implemented and therefore object.

### **Council Response**

Whilst every effort is made to complete such schemes with minimal disruption to the road network, the health and safety of all road users 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.

Advanced warning signage of the road works, including the dates of when the road will be closed, will be placed on site. The works along the road will be carried out in phases, under a combination of temporary traffic lights and road closures in order to reduce the impact on the road network and minimise disruption and inconvenience for local residents.

Council officers will also work closely with LT Buses to minimise any disruption to the local bus network.

#### **8.2.11 Objection 11 – The council is prioritising some people’s well-being over others**

One resident has stated that they are ‘surprised to see that the road bump around the bottom of Ferme Park Road (next to the junction with Western Park) is not being removed alongside the other 6 road bumps. It is evident the council has found that the road bumps are causing damage to properties as well as noise issues to residents but has decided to leave some road bumps in place, prioritising some people’s well-being and properties over others’.

##### **Council Response**

Whilst we appreciate that other locations have been mentioned since the council wrote to residents, at present, we are only planning to remove the speed tables at the six locations stated in 6.7 of this report.

With regards to the raised table by the Weston Park junction, it should be noted that this feature was installed over 17 years ago and the council is unaware of any issues regarding it.

#### **8.2.12 Objection 12 – Traffic control measures are a problem**

A resident has stated that vehicular speeds on Ferme Park Road is not a major issue. Speed control measures they feel will increase traffic, traffic fines, make driving naturally much harder, and make getting around the neighbourhood much more unpleasant - for no purpose.

Another resident has stated ‘no to more road closures, LTNs, Speed traps. They are all Labour Party taxes on the poorest and most vulnerable in society. They also cause huge amounts of congestion in Haringey’.

##### **Council Response**

The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to improve road safety and reduce road traffic collisions.

The proposal is to remove speed tables and replace with alternative measures that retains adherence to the 20mph speed limit imposed on this road. Alternative features will not make it harder to drive, lead to traffic fines, or increase traffic as they should still allow passage of vehicles.

#### **8.3 Councillors Feedback**

Following the public consultation exercise, a meeting was held on 1 July 2025 and attended by officers, some of the Crouch End/Stroud Green ward councillors and the Cabinet Member for Resident Services and Tackling Inequality. The feedback from the public was discussed and an agreement reached on the recommendations in this report.

### **9 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes**

- 9.1 The proposed amendments to the speed reducing measures on Ferme Park Road will support the delivery of the Council’s Road Danger Reduction Action Plan action, by reducing vehicular speed and improving road safety. It will also support the delivery of

the Councils' wider [Transport Strategy, encouraging walking, reducing speed, encouraging cycling as road users will feel more confident and safe.](#)

Theme 1: Resident experience and enabling success

- 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

Theme 3: Safer Haringey

- Improved road safety for all road users

## **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. This will reduce greenhouse gas emissions.

10.1.2 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**

## **11 Comments of the Chief Financial Officer**

11.1 This report seeks approval for removal of six speed tables noted under 6.7 and implementation of 20mph roundels, SLOW markings and vehicle activated signs. This report also seeks approval to undertake statutory consultation on the implementation of the proposed amendments to Ferme Park Road's speed reduction measures scheme (except those that don't require to undergo statutory consultation). The estimated cost required to carry out the recommendations of this report amounts to approximately £105k, and will be funded through the agreed General Fund capital programme, under capital schemes 335 – Streetspace Plan and 338 - Road Casualty Reduction.

## **12 Comments of the Director of Legal and Governance**

12.1 Traffic calming measures involving the installation and removal of road humps are authorised by section 90A of the Highways Act 1980 and placing and maintaining traffic signs is authorised under sections 68 and 84 of the Road Traffic Regulation Act 1984 where such signs are prescribed under the Traffic Signs Regulations and General Directions 2016.

12.2 The Council also has power under section 45 of the Road Traffic Regulation Act 1984 to make changes to parking places on a highway so that traffic calming measures, such as traffic islands, can be implemented.

- 12.3 Before any changes to parking places on the highway are implemented, the Council must undertake a consultation in accordance with the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 which includes consulting with the parties listed in regulation 6 of the Regulations and placing/publishing notice of the proposal(s) and making the draft order/notice available for inspection at its offices.
- 12.4 When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, 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 speed reduction measures /make the necessary traffic orders 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.
- 12.5 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.
- 12.6 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.
- 12.7 The factors which have pointed in favour of installing road humps/ introducing speed limits are set out in paragraph 6.13 of this report and how the expeditious movement of traffic on the Council's road network will be achieved is set out in paragraph 6.14 of this report.
- 12.8 The impact of the decision on persons' human rights is considered to be proportionate as set out in paragraph 6.15 of this report and therefore lawful.
- 12.9 The decision to approve the removal of the road humps and implement proposals that do not require a statutory consultation to be undertaken include 20mph roundels, SLOW markings and vehicle activated signs, shown in Appendix B attached to this report 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 Corporate Director of Environment and Residence Experience in his e-mail dated 22 July 2025.
- 12.10 The decision to approve the undertaking of a statutory consultation on the proposed amendments to Ferme Park Road's speed reduction measures scheme 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 Corporate Director of Environment and Resident Experience in this scheme of delegation dated 14 October 2024.

### **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.

13.2.1 The decision outlined in this report is approve the amendments to Ferme Park Road's speed reduction measures scheme, to proceed to statutory consultation as outlined in appendix B.

- A public consultation opened on 01 May 2025, with relevant documents (see Appendixes A-C) distributed to all households and businesses within the vicinity of the proposals.
- 90 responses during the public consultation period were received, 54 (60%) in support, 27 (30%) in objection and 9 (10%), who had other views on the proposals.
- In summary, support for the proposals centres on residents' desire to cut the noise and vibration which they feel is made even worse by lorries - and even buses. Some residents remain concerned about speeding, and some would like the partial footway parking reintroduced.
- Those objecting to the proposals prefer to have humps retained because they have reduced speeding. Others question how the proposed measures will be effective if speed humps failed to reduce speeding. Those objecting generally want to keep things as they are. Some objectors don't want the car parking spaces removed.
- Officers have responded by highlighting that the design aims to maintain consistent vehicle speeds, reducing the need for harsh braking and acceleration – key contributors to noise and air pollution. For other groups with protected characteristics, this decision will have a neutral impact.

13.2.2 The decision outlined in this report is approve the amendments to Ferme Park Road's speed reduction measures scheme, to implement removal of six speed tables and some measures engaged upon which do not require to undergo statutory consultation and finally to proceed to statutory consultation as outlined in Appendix B (except those that done require statutory consultation). The proposed changes aim to address concerns raised by residents about the impact of vertical traffic calming measures (speed tables) on noise, vibration, and property damage, while maintaining road safety through alternative measures such as traffic islands, vehicle-activated signs (VAS), and road markings.

13.2.2 The scheme is expected to have a positive impact on the following groups with protected characteristics:

- Children and older people: These groups are, on average, more vulnerable to road traffic incidents due to slower reaction times and mobility limitations. Lower vehicle speeds and improved pedestrian visibility will enhance safety for these groups.
- Disabled people are statistically at greater risk of being involved in traffic incidents as pedestrians, and measures that reduce vehicle speeds can mitigate this risk.

13.2.3 Some residents raised concerns about the loss of some parking spaces and its impact on those who rely on vehicles for work. There is a possibility that this could have a disproportionate impact on individuals with lower incomes. The council will continue to monitor the situation and remain responsive to any emerging evidence of disproportionate effects. The scheme also supports broader goals of improving road safety and encouraging active travel, which can benefit all residents, including those on lower incomes, by reducing transport-related health inequalities and improving air quality.

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

- Appendix A – Public consultation letter
- Appendix B – Public consultation plan
- Appendix C – Consultation Boundary
- Appendix D – Full consultation report

#### **15 Background Papers**

- None