

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

**Title:** Proposed Zebra Crossing on Mary Neuner Road, between Alington House and Blenheim Mansions, N8

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**Ward(s) affected:** Noel Park

**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 Mary Neuner Road, between Alington House and Blenheim Mansions, N8 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 Resident Services and Tackling Inequality is asked to:

3.1 Consider all feedback in support to the statutory consultation carried out from 10<sup>th</sup> December 2025 to 9<sup>th</sup> January 2026 set out in Appendix C, on the proposals outlined in Appendix A.

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 Mary Neuner Road, between Alington House and Blenheim Mansions, N8, 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 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 collisions 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 Mary Neuner Road near the proposed location of the zebra crossing, it revealed that there was one slight recorded road traffic collision in July 2019.
- 6.4 Following requests from the local community to address safety at this location, a joint site meeting was held between officers, the Council Leader who is the ward Councillor for this area and local residents to listen and discuss local concerns. To address these concerns the council is proposing a zebra crossing on Mary Neuner Road, between Alington House and Blenheim Mansions, as detailed on the consultation letter and plan in Appendix A. The proposals include the following:
- Removal of double yellow lines and introduction of a zebra crossing on the existing raised flat-topped speed hump on Mary Neuner Road, including associated lighting equipment and road markings.
- 6.5 The zebra crossing will improve the walking route for the local community by providing a safe crossing point linking the two green spaces and Clarendon children's play area.
- 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. 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 Statutory Consultation**

7.1 Ward Councillors were informed about the proposals on 24 November 2025. Cllr Peray Ahmet responded noting that she was present at a site meeting with the local community who made this request and supported the proposals.

7.2 Before any proposals can be delivered the council has to undertake a statutory consultation, which includes placing legal notices in a local newspaper and London Gazette providing 21 days notice for anyone wishing to object to the proposals as required by the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 ("LATOR").

7.3 A copy of the notice of proposals is attached as Appendix B, On this occasion the notice period was extended for 30 days commencing on 10<sup>th</sup> December 2025, this was to ensure a fair opportunity for public input during the Christmas holiday period. In addition, a notification letter with the plan of proposals was distributed to properties in the vicinity of the proposals (Appendix A), and uploaded on the Council's website. Legal notices were also placed on-street in the vicinity of the proposals. A copy of the consultation boundary can be found in Appendix D.

7.3A 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 C.

**Table 1 –Statutory Consultation Analysis**

		Count	%
Support or Object?	Support	13	100%
	Object	0	0
	Other / Don't know	0	0
	Total	13	100%

8.2 The Council received 13 responses during the statutory consultation period (100%) in support, 0 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 to hold a public inquiry.

8.3A 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 the holding of 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 Mary Nauner 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.

8.5 In assessing the proposal, officers have carefully considered the Council’s network management duty, including the need of safe and efficient movement of all traffic while also balancing the competing demands placed on the network. This has involved reviewing current traffic flows, pedestrian desire lines, collision data and accessibility needs. Officers consider the provision of the introduction of the zebra crossing not to impact certain residents’ human rights’ as the proposal is deemed to serve the general public interest, particularly regarding safety.

## 9 Contribution to the Corporate Delivery Plan 2024-26 high level strategic outcomes

9.1 The installation of the new formal crossing at this location supports the delivery of the Council’s Road Danger Reduction Action Plan action, by improving road safety. It also supports the delivery of the Haringey Corporate Delivery Plan and contributes to the following themes:

- Resident experience and working together
- A safer Haringey
- Responding to the climate emergency

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 Mary Neuner Road, N8, for a total cost of £80k. The full cost of this proposal will be met from the current Council's capital programme, under capital scheme 338 – Road Danger reduction, which is being funded by the Council's Strategic SCIL funding.

## **12 Comments of the Director 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, and varying no parking restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.

12.2 Before establishing a 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 C 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. The factors which have pointed in favour of introducing a pedestrian crossing are set out in paragraph 8.4 of this report.

12.6 The reasons why it is considered the network duty in section 16 of the Traffic Management Act 2004 has been discharged and the impact of the installation of a

pedestrian crossing on persons' human rights is considered to be proportionate and therefore lawful are set out in paragraph 8.5 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 8.3A 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 Corporate Director of Environment and Resident Experience in the scheme of delegation dated 14 October 2024 and e-mail dated 22 July 2025.

### 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 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.

#### Positive Impacts for Specific Users:

- Children: Zebra crossings are particularly beneficial for children as they often struggle to accurately judge the speed of oncoming traffic. These designated points provide a predictable environment that simplifies the crossing process, reducing the need for complex risk assessments.

- **Elderly Users:** For older adults with slower walking speeds, a zebra crossing removes the pressure to move quickly to avoid traffic. In typical uncontrolled settings, many older adults cannot walk fast enough to cross within standard signal times; zebra crossings allow them to cross at their own pace without the stress of a "green man" timer.

- **Less Abled Users:**

**Physical Disabilities:** Features like dropped kerbs and tactile paving at zebra crossings are essential for wheelchair and mobility scooter users who might otherwise be unable to navigate onto the road.

**Visual Impairments:** The high-contrast black-and-white stripes and flashing Belisha beacons provide vital visual cues for partially sighted users to identify safe crossing zones

## **15 Use of Appendices**

- Appendix A - Statutory consultation letter and plan
- Appendix B - Legal Notice
- Appendix C - Full detailed responses
- Appendix D - Consultation boundary letter drop area

## **16 Background Papers**

- None