

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 Craven Park Road, N15

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Ward(s) affected: South Tottenham

**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 Craven Park Road near the junction with Leadale Road should be implemented. This is following statutory consultation undertaken on the proposals.

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, including objections to the statutory consultation carried out from 28 January to 18 February 2026 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 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 8.4 of this report.

3.3 Approve the implementation of the proposed zebra crossing on Craven Park Road near the junction with Leadale Road N15, as set out on the plan in Appendix A and the making of all necessary traffic management orders (TMOs) pursuant to powers in the Road Traffic Regulation Act 1984 (RTRA 1984) 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 motor 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 “promote road safety”.

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 improve the environment for all road users.

- 6.2 The Road Danger Reduction Programme **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 three years up to 31 March 2024 on Craven Park Road, near its junction with Leadale Road. Within this period, three personal injury collisions (PICs) were recorded. Of these, one was classified as Serious and involved a pedestrian, whilst the remaining two resulted in Slight injuries.

- 6.4 **As part of this year’s** Road Danger Reduction Programme, the Council is proposing to introduce a zebra crossing on Craven Park Road near the junction with Leadale Road, as detailed on the plan in Appendix A. The proposals include the following:

- Install a zebra crossing on Craven Park Road near the junction with Leadale Road, including appropriate lighting and road markings.
- Provide a pedestrian refuge island.
- Reduce the number of parking bays by approximately six to accommodate the new crossing.
- Apply high-friction surfacing on the approach to the zebra crossing.

The above changes are required to facilitate the installation of the proposed zebra crossing and associated zig-zag markings on Craven Park Road near the junction with Leadale Road, on which vehicles would be prohibited from stopping at all times. The centre of the crossing will be approximately 14 metres west from the centre of the junction with the Leadale Road.

- 6.5 The proposed zebra crossing will significantly enhance pedestrian connectivity by providing a safer and more convenient walking route to key local destinations, including Springfield Community Primary School, a nearby place of worship and nearby bus stops.

6.6 The proposed zebra crossing 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 the number of PIC's.

6.7 The total cost of the scheme is £85k, which will be funded via the Local Implementation Plan (LIP) settlement for 2025/26. 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 notified of the proposals on 21 January 2026.

7.2 Notification documents were distributed to properties in the vicinity of the proposals on 28 January 2026. 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 A copy of the statutory consultation document **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")). **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, can be found in Appendix D.

Table 1 – Statutory Consultation Analysis

		Count	%
Support or Object	Support	74	77%
	Object	19	20%
	Other	3	3%
	Total	96	100%

8.2 The Council received 96 responses during the statutory consultation period, 74 (77%) in support, 19 (20%) in objection and 3 (3%) who had other views on the proposal. **Objections have been summarised below together with officers' recommended response.**

8.2.1 Objection 1 – Loss of valuable parking

Respondents raised concerns that the proposed zebra crossing would lead to a further reduction in on-street parking outside the synagogue and adjacent to a local business. They noted that parking availability on Craven Park Road has already been reduced following the installation of a recent EV charging point. Objectors felt that the additional loss of parking spaces required to accommodate the crossing and associated zig-zag markings would adversely affect the synagogue visitors, shoppers and customers of nearby businesses and could negatively impact local trade by further reducing the number of available parking spaces.

Council Response

The concerns raised regarding the loss of on-street parking outside the synagogue and near local businesses are acknowledged. The Council recognises that parking availability in this part of Craven Park Road is already constrained, particularly following the installation of a recent EV charging point and understands that changes to parking arrangements can affect visitors, worshippers and customers.

However, the installation of a zebra crossing requires the provision of statutory zig-zag markings, which must remain clear of parked vehicles to ensure adequate visibility and safe operation. These markings form an essential safety component of all zebra crossings and are mandated to protect pedestrians and enable drivers to approach the crossing with an unobstructed line of sight. As such, a degree of parking removal is unavoidable for the scheme to comply with national safety standards.

In assessing the proposal, the Council has carefully considered both the impact on parking and the wider safety benefits. The location selected reflects the need to provide a safe crossing point serving the school community, public transport users, local businesses and the wider neighbourhood. Improving pedestrian safety, particularly where vulnerable users – such as school children are present, is a key priority and must be balanced against the loss of a small number of parking spaces.

To mitigate the impact, the scheme has been designed to minimise the extent of parking removal while still meeting legal and safety requirements. The Council will continue to monitor parking conditions in the area and will explore opportunities for further improvements should issues arise after implementation.

Overall, while the concerns regarding reduced parking are understood, the safety, accessibility and public-realm benefits associated with the zebra crossing are considered to outweigh the localised loss of parking spaces. The installation is therefore regarded as justified in the interest of improving safe pedestrian movement for all users.

8.2.2 Objection 2 - Potential for Increased Congestion and Additional Safety Concerns

Objectors expressed concern that installing a zebra crossing at this location could create unnecessary congestion and introduce new safety risks. They noted that, on a quiet residential road, pedestrians generally cross at convenient points without any issues and that narrowing the carriageway for a crossing and refuge island would slow traffic, worsen existing congestion and increase pollution in the area.

Additional concerns were raised regarding the potential for the proposed crossing to impede traffic flow, cause delays to deliveries and contribute to a further deterioration of conditions in an area already perceived as experiencing traffic challenges. Some objectors also expressed the view that slower-moving or queuing vehicles could encourage unsafe pedestrian behaviour, particularly among children, which might increase, rather than reduce, safety risks. Others stated that they did not consider a zebra crossing to be necessary at this location.

Council Response

The proposed zebra crossing has been designed in accordance with relevant national standards, including the Design of Pedestrian Crossings guidance issued by the Department for Transport, which sets out statutory and technical requirements for crossing layouts, visibility, signage and carriageway arrangements. The design also complies with Chapter 6 of The Traffic Signs Manual 2019, ensuring the installation meets prescribed criteria for crossing markings, zig-zag control areas, and associated traffic signage.

The proposed zebra crossing is expected to significantly improve pedestrian accessibility and road safety by providing a highly visible, designated crossing point where vehicles are legally required to give priority to pedestrians. Zebra crossings enhance safety by increasing driver awareness, reducing vehicle speeds, and providing a predictable, clearly marked location for pedestrians to cross, thereby lowering the risk of collisions.

Sufficient carriageway width is retained to support two-way traffic flow, including buses and emergency service vehicles, consistent with the dimensional expectations for zebra crossings on urban roads. Site observations confirm that traffic volumes on this section of Craven Park Road operate within the capacity, normally associated with standard two-lane urban layouts, with no evidence of sustained queuing attributable to existing road geometry.

The proposed layout does not restrict vehicle access to business forecourts or service areas and deliveries can continue outside of zig-zag enforcement zones.

Traffic surveys undertaken during peak and inter-peak periods show that vehicle flows are typical for a mixed-use urban road and do not indicate excessive congestion. The proposed zebra crossing is designed to operate safely within these traffic levels. **The scheme aims to provide safer pedestrian movement without reducing the road's operational capacity.**

While the concerns raised by residents and local businesses are acknowledged, the technical assessments indicate that the proposed zebra crossing can be implemented safely and without causing significant adverse impact on traffic flow, deliveries, or local air quality. The scheme is expected to provide tangible safety and accessibility benefits for pedestrians accessing key destinations in the area, including Springfield Primary School.

8.2.3 Objection 3 – No justification for a Zebra Crossing

Some respondents questioned the rationale for introducing a zebra crossing on Craven Park Road near the junction with Leadale Road. They indicated that they had not observed any clear evidence of pedestrian demand at this location and based on their experience as nearby residents, did not consider there to be a demonstrated need for a formal crossing at this point.

Council Response

Over the years, the council has received requests for a zebra crossing to be introduced on Craven Park Road, near Springfield Community Primary School. The consultation responses support this position, with a large majority of residents who provided feedback indicating that they consider a formal crossing necessary. Many respondents reported that drivers often fail to give way, making it difficult to cross safely in the vicinity of the school, and therefore expressed strong support for the introduction of a zebra crossing at this point.

Zebra crossings are widely recognised as an effective measure for improving pedestrian accessibility, providing a clearly defined and prioritised location for crossing the carriageway. This helps minimise delays for pedestrians and supports more direct, convenient walking routes. In addition, zebra crossings have been shown to improve road safety by increasing driver awareness of pedestrian movements, reducing vehicle speeds, and lowering the likelihood of pedestrian–vehicle conflicts.

Based on the consultation feedback and the established benefits of such facilities, the introduction of a formal pedestrian crossing at this location is considered justified and is expected to deliver measurable improvements to both safety and accessibility for all road users.

8.3 Whilst the order does prohibit loading and unloading at any time, no objection has been received regarding such prohibition 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 6.4 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 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 and under section 16 of the Traffic Management Act 2004 to secure the **“expeditious movement of traffic” on the road network** including pedestrians and cyclists as well as vehicular traffic.

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

- The opportunity for pedestrians to safely cross busy Craven Park Road near the junction with Leadale 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 The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to interfere with these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) accord with the law as the Council is permitted under the RTRA to restrict or regulate traffic, pursue the legitimate aim of securing the expeditious, convenient and safe movement of vehicular and pedestrian traffic which the proposed measures will achieve by improving the safety of persons using the road network and is therefore considered proportionate.

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

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

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 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 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 Craven Park Road near the junction with Leadale Road N15, for a total cost of £85k. **The full cost of this proposal will be met from the current Council's capital programme plan, under capital scheme 309 – TfL LIP Programme 2025/26.** This capital scheme is being fully funded by the TfL LIP grant.

12 Comments of the Director of Legal 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 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 A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals. When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation before taking 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 The factors which have pointed in favour of introducing a controlled pedestrian crossing when considering the section 122 duty and network management duty are set out in paragraph 8.4 of this report.
- 12.6 The impact of the decision to install a pedestrian crossing **on persons' human rights is** considered to be proportionate as set out in paragraph 8.5 of this report and therefore lawful.
- 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 prohibit loading or unloading at any time nor prohibit as stated in paragraph 8.3 above but there is no obligation on the Council to hold a public inquiry as no objection was received regarding that prohibition. 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 installation 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 this 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 decision outlined in this report is to implement the proposed zebra crossing (see Appendix A) on Craven Park Road near the junction with Leadale Road, N15.
- 13.3 A statutory notification period commenced on 28th January 2026, lasting for 21 days until 18th February 2026. Notification documents were distributed to all properties in the vicinity of the proposed crossing (see Appendix B for boundary) to ensure that all **stakeholders were made aware of the Council's proposals. Legal notices were also placed on-street and in the local newspaper and London Gazette.** The proposal was also published in a local community-based newspaper to inform hard to reach community members as requested by a ward councillor.
- Out of the 96 responses received, 74 supported the proposal, 19 objected to it, and 3 provided other views.
- 13.4 Whilst one specific objection was received regarding the potential loss of parking outside the synagogue, the proposed zebra crossing is considered essential for improving pedestrian safety and accessibility in this location. The crossing will provide a safer, designated point for pedestrians to cross, particularly benefitting children attending Springfield Community Primary School, as well as other vulnerable users. Although the scheme requires the removal of some on-street parking, the safety benefits and improved pedestrian environment are judged to outweigh the impact on parking availability. Opportunities to minimise parking loss have been explored, but the required zig-zag markings are necessary to ensure adequate visibility and compliance with national safety standards.
- 13.5 Due consideration has been given to the impacts the decision will have on groups with protected characteristics:
- **Age:** The decision will have a positive impact on the safety of certain age groups, namely children and the elderly, by providing a formal crossing point and thereby ensuring that drivers stop to allow pedestrians to cross the road. For the 10.1% of Noel Park ward residents who are aged 65+ (Haringey Ward Profiles, 2024), this will ensure that their potentially slower mobility (e.g. if they use a walking stick) will not prevent them from being able to cross the road safely. Likewise, by ensuring that drivers slow down and stop at the crossing, children are at less risk of harm.
 - **Disability:** The proposed crossing will have a positive impact on the 8.1% of Noel Park ward residents who are disabled (Haringey Ward Profiles, 2024). Disabled residents will benefit from having an accessible and wheelchair-friendly crossing,

increasing their safety when crossing the road and reducing the likelihood of a traffic accident.

- **Sex:** On average, women spend a higher proportion of their time caregiving to children than men (ONS Census, 2021). Therefore, the positive effect of the crossing **on children's road safety will have positive implications for women.**

13.6 For young children, elderly residents, the disabled and mothers with buggies, the decision will have clear positive implications. A road safety audit will be carried out to **provide an independent evaluation of the crossing's effectiveness at improving safety** and highlight any issues which need to be addressed. For other groups with protected characteristics, this decision will have a neutral impact.

13.7 Should approval be granted for the scheme, a Method Statement and Construction Phase Plan will be produced by the Contractor, ensuring safety and pedestrian accessibility during the implementation of the zebra crossing.

14 Use of Appendices

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

15 Background Paper

None