

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 Holmdale Terrace, N15

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Ward(s) affected: Seven Sisters

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

1 Describe the issue under consideration

1.1 To determine if the proposed raised zebra crossing on Holmdale Terrace, near its junction with Vartry Road, should proceed to implementation, following the completion of the statutory 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 statutory consultation exercise carried out from 28 January to 19 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 8.3 of this report.

3.3 Approve the implementation of the proposed raised zebra crossing on Holmdale Terrace, near its junction with Vartry Road, as set out on the plan in Appendix A and the making of all necessary traffic management orders (TMOs) to enable the proposed zebra crossing to be implemented.

4 Reasons for decision

4.1 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to improve safety and reduce road traffic collisions. The proposals consulted on will provide a clearly defined crossing point and will give pedestrians the right of way over 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 As part of a wider programme of improvement works at Stamford Hill Station, Transport for London (TfL) proposes to introduce an additional step-free access point to the station via Holmdale Terrace, alongside the installation of a new raised zebra crossing. The proposal entails the provision of a new access point from Platform 2 onto Homsdale Terrace through the installation of an access gate within the existing fence line, thereby enabling a direct connection to the proposed raised zebra crossing.
- 6.4 The proposed raised zebra crossing will enhance pedestrian accessibility and safety while strengthening connections between the station and the surrounding highway network. This intervention will support sustainable travel by making walking routes safer, more direct, and more convenient and will also assist the less able. As detailed on the plan in Appendix A, the proposals include the following:
- Installation of a zebra crossing with a footway build-out on Holmdale Terrace, near its junction with Vartry Road, including associated lighting and road markings.
 - Reduction of the permit parking bay by approximately 19 metres (around 3.5 spaces) outside Nos. 2 and 3 Holmdale Terrace.
 - Reduction of the permit parking bay by approximately 19 metres (around 3.5 spaces) opposite Nos. 2 and 3 Holmdale Terrace.
 - Removal of existing block-paved junction table and reconstructed as an extended asphalt junction table.
 - Removal of an obstructive tree located between Nos. 1 and 2 Holmdale Terrace. A replacement tree will be planted at a suitable nearby location.

These parking changes are required to facilitate the installation of a proposed raised zebra crossing and associated zig-zag markings on Holmdale Terrace N15, on which vehicles would be prohibited from stopping at all times. These will be placed on the carriageway either side of the crossing, approximately 17.4 metres in either direction. The centre of the crossing will be located outside property No.1 and will be raised by extending the end of the existing raised table at this location north-eastwards by approximately 9.5 metres. The width between the crossing give way lines will be 9.5

metres and the crossing will be supported by footway buildouts on the southeastern side of the carriageway opposite No.1 to No.3.

6.5 The proposed raised 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 personal injury collisions.

6.6 The total cost of the scheme is £160k, 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 informed about the proposals on 20 January 2026 and no comments were received.

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 **The notification letter was uploaded on the Council's website. Legal notices were placed on-street and in the local newspaper and London Gazette. A copy of the legal notice is attached as Appendix C which gave parties 21 days to make representations regarding the proposals in Appendix A as required by the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 ("LATOR").** The statutory consultation process was extended by 14 days due to the festive period, giving parties 35 days in total to make representations. A copy of the legal notice and draft order together with the statement of reasons explaining why the Council has proposed to make the order was made available at its offices as required under LATOR.

7.4 As part of the statutory process, the following statutory bodies were also notified, some as required by LATOR:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

8 Responses to Consultation

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

Table 1 – Statutory Consultation Analysis

	Count	%
Support or Object		
Support	7	50%
Object	7	50%
Total	14	100%

8.2 During the statutory consultation period, the Council received 14 responses: 7 (50%) in support of the proposal and 7 (50%) objecting to it. The objections have been summarised below together with officer’s recommended response.

8.2.1 **Objection 1: Unacceptable Parking Loss/Negative Impact on Disabled Residents**

Objectors raised significant concerns that the proposal would have a disproportionate adverse impact on disabled residents, emergency access and overall residential amenity. Several respondents highlighted that multiple households on the street include Blue Badge holders with severe mobility and health needs who rely on immediate, close-proximity parking for daily activities, medical appointments, carers, ambulance attendance and healthcare visits. It was noted that the properties within the vicinity of the proposals also include a disabled neighbour and a mental health care home with frequent ambulance and police attendance, further increasing local accessibility requirements.

A key issue raised by objectors was the proposed loss of approximately 3–4 permit parking spaces directly outside residential properties. Objectors expressed concern that this reduction would significantly diminish already limited parking capacity in the area and place disabled residents at a substantial disadvantage.

Concerns were also expressed about the suitability of alternative parking locations, with reports that the opposite side of the street lacks a proper footway and is affected by vegetation and fencing that restrict safe access.

Objectors emphasised that the Equality Act 2010 requires the Council to consider the needs of disabled residents, including the duty to make reasonable adjustments and the Public Sector Equality Duty. Respondents argued that the proposals may negatively affect compliance with these duties.

Further comments highlighted wider household and community impacts, including multi-vehicle households, high levels of care-related visits, existing parking pressures from nearby driveways and a local elderly care home and long-term reliance on accessible parking as part of maintaining independence and day-to-day functioning. Some objectors requested reassurance that the needs of existing disabled residents **had been fully assessed as part of the scheme’s development.**

Officer Response

The concerns regarding the potential impact on disabled residents, emergency access, and parking availability are acknowledged. The Council recognises that several households in the immediate area include Blue Badge holders and individuals with significant mobility or health needs and it is appreciated that convenient vehicle access is an important aspect of daily living for these residents. The presence of a nearby mental health care facility and the need for regular emergency service attendance have also been noted.

The proposed crossing is required to support the new access point that will be introduced as part of the planned station improvement works. In order for the facility to

operate safely and comply with national design standards, adequate visibility, footway width and vehicle approach distances must be achieved. These requirements cannot be met without adjustments to the existing parking layout in the immediate area, which unfortunately results in a loss of approximately 7 parking spaces.

The raised zebra crossing has been designed to be fully step-free, providing level access between the footway and the crossing point. This will deliver a smoother and more accessible route for wheelchair users, mobility-impaired pedestrians and those using walking aids or pushchairs.

By providing a level, unobstructed surface and improved sightlines, the new raised crossing will enhance safety and accessibility for all pedestrians, including disabled residents. This step-free design forms an integral part of the wider improvements associated with the new station entrance, ensuring a safe, convenient, and inclusive route to and from the station.

The Council has considered the Equality Act 2010 duties, including the requirement to have due regard to the needs of disabled residents. While the loss of parking is unavoidable for the safe delivery of the scheme, the design has aimed to minimise the extent of parking changes as far as practicable. The remaining parking provision in the vicinity is expected to continue to meet local demand and Blue Badge holders retain the ability to park without time restriction in permit bays within the controlled parking zone.

With regard to emergency access, the proposals have been reviewed to ensure that emergency vehicles can continue to serve the street without obstruction. Raised crossings do not impede emergency response vehicles and no changes are proposed that would restrict ambulance or police access to residential properties or the care home.

The concerns raised about conditions on the opposite side of the road (e.g. vegetation, footway condition, boundary fencing) will be reviewed separately to ensure that the public realm remains accessible, safe, and well maintained.

Although it has been reported by some respondents that there is a shortage of parking spaces on Holmdale Terrace, 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.

Residents with mobility issues, can apply for a disabled parking bay, which is a marked parking space reserved for Blue Badge holders, located outside or near a property. The bay can be used by any vehicle displaying a valid Blue Badge or a personalised bay reserved for a specific vehicle or resident. For more information about the Blue Badge scheme, please click [here](#).

A respondent **who supported the scheme proposal stated** 'This is great news. The very steep steps down to the platform are difficult to use and dangerous at times - particularly in bad weather'. Overall, the introduction of the raised zebra crossing is intended to improve pedestrian safety, accessibility and connectivity to the station for all users.

8.2.2 **Objection 2: Road Safety Concerns**

A resident is concerned that the proposed 'removal of the existing speed hump on a hill may increase speeding and create new safety risks'.

Officer Response

The proposal involves removing the existing block-paved junction table at the junction of Holmdale Terrace and Vartry Road and reconstructing it as an extended asphalt junction table. The vertical traffic-calming feature will therefore be retained but upgraded to incorporate the proposed raised zebra crossing, 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.

8.2.3 Objection 3: Location and Necessity of Proposed Crossing

‘Have zebra crossing at the top of Holmdale. It will be more convenient’.

‘There is already a pedestrian crossing nearby providing access towards the school and station. Installation may increase traffic into what is currently a quiet residential area, potentially reducing safety rather than improving it. The street currently has no enforcement cameras, which may introduce further infrastructure and impact the residential character’.

Officer Response

As part of the wider station improvement programme, a new access point will be introduced to the station from Holmdale Terrace. This change will significantly alter pedestrian movement patterns in the area, with a notable increase in footfall expected on the approach to the new entrance. The existing nearby pedestrian crossing does not adequately serve this desire line.

To ensure safe and convenient pedestrian access to the new station entrance, a new raised zebra crossing is required on Holmdale Terrace. This location has been selected to provide a direct, accessible route and to ensure compliance with national pedestrian safety and visibility standards.

With regard to concerns about increased traffic or changes to the character of the street, the raised crossing is designed to reduce vehicle speeds and improve safety for all road users. The introduction of the crossing is not expected to increase traffic volumes; rather, it provides a safer environment for the pedestrians who will naturally be drawn to the new station access point.

At this stage, the proposal does not include enforcement cameras, nor are they required for the operation of a zebra crossing. No additional enforcement infrastructure is proposed that would alter the residential character of the street.

Overall, the scheme is necessary to accommodate the new station access and to ensure pedestrian safety and accessibility in accordance with current design guidance and standards.

8.2.4 Objection 4: Impact on Disabled Resident Adjacent to Proposed Crossing

A disabled resident with significant mobility limitations objected on the grounds that positioning a zebra crossing directly outside their home would create personal safety risks and adversely affect their daily life. They expressed concern that increased pedestrian activity, vehicle stopping and queuing and additional movements close to their front door would heighten stress and reduce their ability to enter and leave their property safely and independently. The objector felt that the proposal would negatively impact their health and wellbeing and that insufficient consideration had been given to the needs of disabled residents living immediately adjacent to the proposed crossing.

They requested that the Council reconsider the location and explore alternative options that do not place disabled residents at risk.

Officer Response

The concerns raised regarding the proximity of the proposed crossing to the resident's property and the potential impact on mobility, safety and wellbeing are acknowledged. As part of the wider station improvement programme, a new access point will be introduced into the station from Holmdale Terrace, which is expected to generate increased pedestrian activity in this area. To ensure safe access to this new entrance, a raised zebra crossing is required to provide a clear, prioritised, and accessible pedestrian route.

The proposed crossing location has been selected to meet national design standards relating to visibility, accessibility, and junction safety. The design also ensures that vehicle speeds are moderated and pedestrian crossing movements are predictable and controlled, thereby improving overall road safety.

The Council has considered the requirements of the Equality Act 2010 throughout scheme development, including the need to have due regard to the impact on disabled residents. While the introduction of the crossing may increase local pedestrian activity, it is expected to operate safely and effectively without impeding access for residents, including those with mobility impairments.

The Council remains committed to supporting residents with additional needs and will continue to review opportunities to mitigate localised impacts where reasonably practicable as the scheme proceeds.

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 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.”*** 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 raised zebra crossing include:

- Improving the connectivity and safety between Stamford Hill Station and the surrounding streets.
- The safe and convenient movement of pedestrians on the Council's road network.
- 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 the Corporate Delivery Plan 2024-2026 high-level 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 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 raised zebra crossing on Holmdale Terrace, near its junction with Vartry Road for a total cost of approximately £160k. **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 Head of Legal Services and Governance

- 12.1 Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984 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 as stated in paragraph 8.3 above and so there is no obligation on the Council to hold a public inquiry. Having considered the objections to the proposal, it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 8.3-8.4 of this report.
- 12.8 The decision to approve the highway works/alter/install highway infrastructure and make/vary an order to introduce a pedestrian crossing is an executive decision that can **be exercised by the Head of Highways and Parking in accordance with the Council's** Constitution and delegation given by the Director of Environment and Resident Experience in this scheme of delegation dated 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 Holmdale Terrace, near its junction with Vartry Road N15.

13.3 A statutory notification period commenced on 28 January to 19 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.

- Out of a total of 14 responses, 7 were in support of the proposal and 7 who objected to the proposal.

13.4 The concerns raised regarding the potential impact of the proposed raised zebra crossing on disabled residents, nearby care facilities and emergency access are acknowledged. The Council notes the specific circumstances described, including reliance on close-proximity parking for mobility-impaired residents, the regular attendance of healthcare professionals, and the presence of a nearby mental health care facility. Concerns regarding access requirements for ambulances and other emergency services have also been noted.

In accordance with the Equality Act 2010, the Council is required to have due regard to the needs of disabled residents and to ensure that proposed measures do not place them at a substantial disadvantage. These statutory duties have informed the development and assessment of the scheme.

The Council has consulted the London Fire Brigade and the London Ambulance Service as part of the scheme development process. No objections were raised by the emergency services. The scheme maintains carriageway widths sufficient for emergency vehicle manoeuvrability, in line with operational requirements.

Whilst a degree of parking loss is unavoidable to deliver the crossing safely and effectively, the design has been developed to minimise parking changes as far as reasonably practicable. It is anticipated that the remaining parking provision within the vicinity will continue to meet overall demand. Blue Badge holders will continue to be able to park without time restriction in permit bays within the controlled parking zone.

Residents with mobility impairments may also apply for a disabled parking bay. Such bays provide a designated marked space for Blue Badge holders outside or near their property and may be provided either as a general Blue Badge bay or, where justified, a personalised bay reserved for a specific resident or vehicle.

- 13.5 The proposed raised zebra crossing outside the station 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.

As a raised crossing, the design will further moderate vehicle speeds on approach and enhance pedestrian visibility, delivering additional safety benefits. The crossing has been designed to be fully step-free, offering level access between the footway and the crossing surface. This will provide a smoother and more accessible route for wheelchair users, mobility-impaired pedestrians, and those using walking aids or pushchairs.

The improved sightlines, unobstructed surface, and step-free design will support safer and more independent movement, particularly for disabled and less mobile users. Overall, the raised zebra crossing forms an integral part of the wider station improvement scheme by strengthening pedestrian links to the new station entrance and ensuring a safe, convenient, and inclusive route for all pedestrians.

- 13.6 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 9.7% of Seven Sisters 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:** 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.**

- 13.7 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.

- 13.8 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 Papers

- None