

Report for: Head of Service for Highways and Parking following consultation with the Cabinet Member for Climate Action and Environment

Title: Proposed Pedestrian and Cycle Facilities on Tynemouth Road, between Broad Lane and Hanover Road, N8

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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 pedestrian and cycle improvements on Tynemouth Road, between Broad Lane and Hanover Road, N15 should be implemented. This is following a statutory consultation undertaken on the proposals, for which no objections were received.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

The Head of Highways and Parking following consultation with the Cabinet Member for Climate Action and Environment is asked to:

3.1 Note that no objections were received to the statutory consultation carried out from 7th January 2025 to 28th January 2026, on the proposals outlined in Appendix A.

3.2 Approve the implementation of the proposed pedestrian and cycle facilities on Tynemouth Road, between Broad Lane and Hanover Road, N15, as set out on the plan in Appendix A and the making of all necessary traffic management orders (TMOs) to enable the proposed facilities to be implemented.

4 Reasons for decision

4.1 The proposals consulted on will provide a clearly defined pedestrians/cyclists area on Tynemouth Road and improve safety along this stretch of road.

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 it 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 improve facilities for pedestrians to cross the side roads and for cyclists to navigate safely along this signed cycle route along Tynemouth Road between Broad Lane and Hanover Road.

6 Background Information

- 6.1 Haringey Council regards road safety, particularly pedestrian and cyclist 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 Following requests to improve facilities for pedestrians and cyclist along this already signed cycle route on Tynemouth Road, a brief was issued to Project Centre Ltd (PCL) who developed the proposals to improve pedestrian and cycle facilities on Tynemouth Road, between Broad Lane and Hanover Road.
- 6.4 The proposals for Tynemouth Road, as detailed in the plan attached in Appendix A, include the following traffic measures:
- Continuous pedestrian crossing facility across the junctions of Cunningham Road, Spondon Road and Antill Road.
 - A raised speed table at the junction of Tynemouth Road / Antill Road with improved cycle facilities.
 - Removal of the speed hump on Antill Road south of its junction with Tynemouth Road.
- 6.5 The proposed continuous crossing facilities will improve safety for pedestrians by ensuring vehicles approaching from / into any of the side roads will give way to pedestrian crossing the side arms of this junction. The proposed raised junction will ensure reduced drivers speeds into the junction, hence improve safety for pedestrians and cyclists crossing this junction.

7 Statutory Consultation

- 7.1 Ward Councillors were informed about the proposals on 23rd October 2025 and all responded in support of the proposals.
- 7.2 Before any decision is taken regarding the implementation of the proposals the council has to undertake a statutory consultation. This involves amongst other things placing legal notices in the 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, with the 21 days commencing on 7th January 2026. In addition, whilst not legally required, a notification

letter with the plan of proposals was distributed to 600 properties in the vicinity of the proposals (Appendix A) and uploaded on the Council's website and notices also placed Tynemouth Road in the vicinity of the proposals. A copy of the consultation boundary can be found in Appendix C.

7.4 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 the council's offices as required under the LATOR.

7.5 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 No responses / objections were received from any of the statutory group or residents during the statutory consultation stage to any of the proposals listed in paragraph 6.4 above.

8.2 The Council is not under an obligation to hold a public inquiry, because no objection was received regarding the proposals and this report does not include a recommendation for the Council to exercise its discretion 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 such an inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

8.3 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 pedestrian and cycle facilities include:

- The opportunity for pedestrians to cross all the side roads of Tynemouth Road safely.

- The safe and convenient movement of pedestrians and cyclists to navigate the Council's road network including children travelling to and from schools.
- Not restricting the passage of public service vehicles.

8.4 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. The proposals involve provision of two continuous crossing facilities on Tynemouth Road at its junctions with Spondon Road and Cunningham Road and a raised junction at Tynemouth Road/Antill Road. The existing cycle route on Tynemouth Road will remain and improved to make it assessable and safe. The provision of these facilities will not make major changes to the existing road network by banning any traffic movement and not restrict the flow of any public service vehicles within these roads.

8.5 Officers consider the provision of the introduction of the continuous crossings facilities and raised junction not to impact certain residents' human rights' as the proposals 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 continuous crossing at the various location with improved cycle measures 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:

- 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 and cycling. 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 pedestrian and cycle facilities on Tynemouth Road, N15, for a total cost of £95k. The full cost of this

proposal will be met from the current Council's capital programme, under capital scheme 309 Local Implementation Plan (TfL LIP funding) for 2025/26.

- 11.2 Of the circa £2.2m TfL LIP 2025/26 grant allocation to LBH, a total of £560k has been earmarked towards the Cycleways Network Development Programme, of which £95k will be used to fund the cost of this capital work.

12 Comments of the Head of Legal Services and Governance

- 12.1 The provision of pedestrian crossings is authorised under section 23 of the Road Traffic Regulation Act 1984 and varying parking restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 12.2 Traffic calming measures involving the installation/removal of road humps are authorised by section 90A of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999.
- 12.2 Before establishing pedestrian crossings, the Council must consult with the parties described in paragraph 7.5 above and place/publish notice of the proposal(s) and make the draft order/notice available for inspection at its offices as it is stated in paragraphs 7.2 and 7.4 above has been done.
- 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. No representations were received in response to the consultation on the proposals in Appendix A attached to this report and so no judgment needs 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 the representations.
- 12.5 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 12.6 The factors which officers' consider relevant to the discharge of the duty in section 122 of the Road Traffic Regulation Act 1984 are set out in paragraph 8.3 with the discharge of the network management duty in paragraph 8.4, and the impact of the proposals on peoples' human rights 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 objections to the proposals were received and so there is no obligation on the Council to hold a public inquiry, and it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 8.5 of this report.
- 12.8 The decision to approve the installation of a pedestrian crossing/cycle facilities 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 email 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. No responses were received at the end of the consultation period.

13.3 The introduction of continuous 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.

13.4 The dedicated crossing areas will eliminate any complex risk assessment for children when using these crossing areas. Whilst the tactile paving at these areas is essential for wheelchair and mobility scooter users who might be unable to navigate onto the road.

13.5 The high contrast paving which will be used for these crossing areas will provide vital visual cues for partially sighted users to identify safe crossing areas.

13.6 The dedicated cycle areas will encourage pedal cyclists to stay away from the footways, whilst the raised speed junction will reduce driver speeds, hence improve safety for all road users.

14 **Use of Appendices**

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

15 **Background Papers**

- None