

## Exempt Information

### Local Government Act 1972 Schedule 12A

#### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -
  - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation, or prosecution of crime.

**Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:**  
Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

#### Confidential Decisions

1. The decision contains information provided by a government department on a non-disclosure basis
2. There is a Court order against disclosure

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

**Title:** A504 Fortis Green N2 – Bus Priority and Zebra Crossing Proposals

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**Ward(s) affected:** Fortis Green

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

## 1 Describe the issue under consideration

- 1.1 To determine if extending the existing waiting restrictions, by 11 metres to improve buses accessing the existing westbound bus stop on Fortis Green by its junction with Midhurst Avenue, and the introduction of a new zebra crossing outside No. 140 Fortis Green which will require relocating the eastbound bus cage outside Long Ridges building 9 metres further west should be implemented.
- 1.2 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 Climate Action and Environment is asked to:

- 3.1 Consider all feedback raised during the statutory consultation carried out from 14 January 2026 to 04 February 2026 set out in **Appendix 2**, on the proposals outlined in **Appendix 1** together with officer's views regarding that feedback set out in paragraph 8.3 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 8.5 of this report.
- 3.3 Approve the implementation of extending the existing waiting restrictions a distance of 11 metres to help buses access the existing westbound bus stop on Fortis Green, introduce a new zebra crossing outside No. 140 Fortis Green which will require relocating the existing bus stop on the north side of Fortis Green N2 outside No.1-8/14-

22 Long Ridges by approximately 9 metres westward. These proposals will result in the loss of three uncontrolled parking spaces as set out on the plan in **Appendix 1**.

- 3.4 Approve the making of necessary traffic management orders (TMOs) to enable the proposed zebra crossing and no waiting at any time restriction extension to be implemented.

#### **4 Reasons for decision**

- 4.1 By extending the existing no waiting at any time parking restrictions will allow buses to enter and leave bus stops easily and quickly, benefitting bus passengers as their journeys by buses will take less time, making travelling by bus quicker. These proposals are in line with the Mayor of London's and Haringey Council's transport strategies, both aimed at encouraging a shift to a more sustainable travel mode.
- 4.2 Upgrading the informal, sub-standard refuge crossing east of Midhurst Avenue to a zebra crossing will provide a safer and more accessible facility for commuters and Fortismere School pupils who rely on crossing the road at this busy point. This improvement supports safer walking links and aligns with the Mayor of London's and Haringey Council's strategies to promote active and sustainable travel.
- 4.3 These proposals will result in 3 unrestricted parking places no longer being available when the proposed no waiting at any time restriction is operational.
- 4.4 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 not delivering the bus priority measures would not achieve the outcomes of improved bus journey times, encourage use of public transport and therefore not align with the objectives set out in the Councils Transport Strategy.

#### **6 Background Information**

- 6.1 Haringey Council regards bus journey improvements, road safety and particularly pedestrian safety, as a high priority and actively promotes road safety measures across the borough to reduce road traffic collisions and to enhance the environment for all road users.
- 6.2 The following feasibility studies were conducted prior to the design proposals:
1. Pedestrian and Vehicle survey
  2. PV<sup>2</sup> Crossing Analysis
  3. Collision data
- 6.3 Two pedestrian and vehicle surveys were carried out on Fortis Green to assess pedestrian demand at the two existing refuge islands and the corresponding traffic volumes, enabling officers to undertake a PV<sup>2</sup> analysis in line with current best practice to determine the suitability of a zebra crossing. The surveys were completed on 2 July 2025 over a 12-hour period (7am–7pm) and recorded all pedestrian and vehicle

movements. The results confirmed that pedestrian demand at the proposed location meets the threshold for a formal crossing, as detailed in **Appendix 4**.

- 6.4 The Council's Road Danger Reduction Action Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) 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.
- 6.5 Officers investigated the collision data for five years up to 31/04/2024 on Fortis Green Road near the proposed location of the zebra crossing, it revealed that there was three slight and one serious pedestrian road traffic collision recorded in May 2023.
- 6.6 The proposed zebra crossing will replace the informal crossing with a safer, more visible and accessible facility, responding to clear desire-line evidence showing that pedestrians consistently choose this location to cross. This will make it easier and safer for commuters and school pupils to cross Fortis Green Road, improve pedestrian priority, and enhance the overall walking environment in the area.
- 6.7 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).
- 6.8 Bus operators have reported difficulty in accessing the westbound Midhurst Avenue bus stop on Fortis Green Road. The issue arises because the road narrows significantly when vehicles are parked on both sides, making it challenging for buses to approach the stop which causes short-term delays to bus services. Introducing double yellow lines with double kerbs blips, will result in the loss of two uncontrolled parking spaces but will help provide a clear path for buses to enter the bus stop and improve bus reliability.
- 6.9 The total cost of the scheme is estimated at £94k, which will be funded the TfL funding pot, under the local implementation plan (LIP), for the Bus Priority Portfolio programme.

## **7 Statutory Consultation**

- 7.1 Ward Councillors were informed about the proposals on 12<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> December 2025, no comments were received.
- 7.2 Before any proposals can be delivered the council has to undertake a statutory consultation. This involves 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 6, with the 21-day period commencing on 14 January 2026. In addition, a notification letter with the plan of proposals was distributed to properties in the vicinity of the proposals (Appendix 1 & 2) 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 3. 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 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 Statutory Consultation

8.1 A total of 12 representations from residents, businesses, visitors and others were received, including from Haringey Cycling Campaign (HCC) and Metropolitan police.

**Table 1 – Statutory Consultation Analysis**

		Count	%
Support or Object?	Support	3	25%
	Partly Support	2	17%
	Object	3	25%
	Partly Object	4	33%
	Total	12	100%

8.2 The supportive feedback from the statutory consultation highlighted that the proposals would enhance safety for vulnerable pedestrian groups, including children, teenagers, and older residents. Respondents noted existing visibility issues caused by parked vehicles, which currently lead to informal and unsafe crossing behaviour. The improvements were viewed as providing clearer sightlines and a more defined crossing point, thereby reducing road danger. Supporters also commented that the measures align with borough-wide aims under Vision Zero and the Transport Strategy to create safer, more accessible routes for walking.

8.3 3 objections were received for the proposals with an additional 4 partly objecting to the proposals. Objections received are summarised by theme in the table below, alongside the Council's response. When analysing the responses each major theme was broken down into sub-themes with an officer recommended response being provided for each. Detailed responses especially objections received together with the Council officer response is detailed in **Appendix 5**.

**Table 2 – Objections by theme with Council Response**

Theme	Officer Response
<p>Justification for Proposed Zebra Crossing and Location No. of objections:5</p>	<p>Pedestrian surveys showed significantly higher footfall at the proposed site, including many under16s. A serious injury collision near the uncontrolled crossing supports the need for a formal crossing. The existing zebra crossing serves a different desire line and remains beneficial. A zebra crossing was chosen instead of a signal controlled crossing to reduce traffic impact.</p>
<p>Loss of Parking &amp; Local Business Impact No. of objections:5</p>	<p>One parking space needs to be removed to provide statutory zig-zag clearways for the zebra crossing which ensures visibility for a safe crossing. Two additional spaces must be removed on the opposite side to ensure buses to access the bus stop safely as it would not be hindered by any parked vehicles. Alternative parking remains available within the CPZ and on nearby side roads.</p> <p>While the initiatives improve safety, they do result in a net loss of parking spaces, which the council acknowledges may be unpopular locally. The strategy focuses on reallocating kerbside space to deliver safety critical infrastructure.</p>
<p>Constraints Affecting Bus Stop Repositioning No. of objections:2</p>	<p>Relocating the bus stop further east or other nearby locations is not feasible due to constraints including nearby junctions, on street parking, and opposing stops. The bus stop needs to be repositioned to allow the zebra crossing to be installed safely. The bus flag is not proposed to move, subject to TfL approval.</p>
<p>Traffic Flow, Congestion &amp; Road Safety Concerns No. of objections:2</p>	<p>The 9 m (approx.) carriageway width must prioritise safe and efficient traffic flow. The proposed crossing meets design guidance and is not expected to cause queuing or congestion. A formal crossing will support more predictable driver behaviour, improving overall flow and bus reliability. Street lighting upgrades will further enhance visibility and road safety.</p>
<p>Alternative Suggestions (Remove Island / Move Crossing / Remove Existing Crossing) No. of objections:2</p>	<p>Removing the refuge island would not address the high pedestrian demand or collision risk. An assessment was made on which uncontrolled crossing location was in demand and the pedestrian survey data shows greater need at the proposed location than at the existing uncontrolled crossing near the former police station. Removing the existing zebra crossing is not recommended because it serves a different desire line and is well used.</p>

8.4 This report does not include a recommendation to hold a public inquiry as the implementation of the measures described in section 6 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.

8.5 It is noted that Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOR) provides that local authorities must hold a public inquiry before making a Traffic Management Order (TMO) if a TMO prohibits loading or unloading or prohibits or restricts the passage of public service vehicles and an objection has been made and not withdrawn other than an objection which does not relate to the loading/unloading prohibitions or the prohibition/restriction on the passage of public service vehicles. Although objections have been received to the wider scheme, none relate specifically to the proposed loading/unloading restrictions or to any prohibition or restriction on the passage of public service vehicles. Therefore, in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, there is no requirement to convene a public inquiry.

8.6 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 through which school street runs, 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 following are of particular relevance, given the objectives of this project:

- The proposal will facilitate, and further improve, the passage of public service vehicles (buses) and secure the expeditious and convenient movement of those vehicles and those using such vehicles.
- The proposal promotes the use of sustainable transport modes which, in turn, is expected to bring in improvements to local air quality. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- 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.

8.7 In assessing the proposal, officers have carefully considered the Council's network management duty pursuant to section 16 of the Traffic Management Act 2004, including the need of safe and efficient movement of all traffic while also balancing the competing demands placed on the network. Officers consider the provision of the introduction of the zebra crossing and changes to parking and loading to not to impact certain residents' human rights' as the proposals is deemed to serve the general public interest, particularly regarding safety.

## **9 Contribution to strategic outcomes**

9.1 The recommendations in this report support the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

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

It will also support the delivery of the Council's wider [Transport Strategy](#), improving bus journey time and reliability which will encourage more active travel and bus users.

## 10 Carbon and Climate Change

10.1 The recommendations support the Responding to the Climate Emergency Theme in the Corporate Delivery Plan. The proposals will improve bus journey flow throughout the new corridor through prioritising kerb space use and helping promotion of use of buses as a sustainable travel mode.

10.2 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.

## 11 Transport policy objectives

Improvements to bus services and associated infrastructure help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share – 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity – all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

The proposed changes to parking places and waiting and loading restrictions align with the Council's CPZ policy and Transport Strategy under section 1 which include:

- An improved air quality and a reduction in carbon emissions from transport; and
- A well-maintained road network that is less congested and safer

Delivery of the proposed changes will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians and cyclists.

## **Statutory Officers' comments**

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

- 12.1 This report seeks the approval for the implementation of the A504 Fortis Green N2 – Bus Priority and Zebra Crossing Proposals, for a total estimated cost of £94k. The full cost associated will be met from the TFL funding pot, under the local implementation plan (LIP).

### **13 Comments of the Head of Legal Services and Governance**

- 13.1 Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984 and varying no waiting/loading/unloading restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 13.2 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.
- 13.3 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 8.3 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.
- 13.4 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.
- 13.5 The factors which have pointed in favour of introducing a zebra crossing/varying no waiting/loading/unloading restrictions when considering the section 122 duty are set out in paragraph 8.6 of this report and network management duty in paragraph 8.7.
- 13.6 The impact of the decision to install a pedestrian crossing on a person's human rights is considered at paragraph 8.7 of this report, and officers consider it not to affect those rights.
- 13.7 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 and unloading as stated in paragraph 8.5 above but no objection was received regarding such prohibitions 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 8.4 of this report.
- 13.8 The decision to approve the implementation of a zebra crossing/ no waiting/loading/unloading restrictions 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.

## 14 Equality Comments

- 14.1 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.
- 14.2 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.
- 14.3 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic
- 14.4 The decision outlined in this report is to implement the extension of the existing waiting restrictions a distance of 11 metres to meet the existing westbound bus stop on Fortis Green and the introduction of a new zebra crossing outside No. 140 Fortis Green. This would result in the loss of 3 unrestricted parking places.
- 14.5 A statutory notification period of 21 days commenced on the 14 January 2026, with a public notice advertised in the local press, London Gazette and visible locations within the affected area to inform the public of the Council's intentions. (see Appendix 2).
- The catchment area on the A504 fortis Green from Fortis Green Avenue to Tywford Avenue (including 14 to 18 Leaside Mansions) were written to and notified of the statutory consultation. 71 letters were distributed to residents and businesses,
  - informing of the proposals and process. A total of 3 objections and 3 partly objections were received.
- 14.6 The introduction of a zebra crossing is expected to improve accessibility and safety for wheelchair users, people with buggies, children and older residents. As a result, the proposal is anticipated to have a positive impact on individuals who share the protected characteristics of Age, Disability, and Pregnancy and Maternity.

### Age

- 14.7 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.
- 14.8 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.

### **Disability**

- 14.9 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.
- 14.10 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.

### **Pregnancy and Maternity**

- 14.11 Zebra crossings provide safer and more accessible crossing points for people who are pregnant or travelling with young children and buggies, reducing the need to navigate uneven surfaces or cross at uncontrolled points.
- 14.12 There are no anticipated negative equalities impacts arising from this proposal for residents in Haringey or for individuals who share protected characteristics.

## **15 Use of Appendices**

Appendix 1 – Plan showing the proposed measures consulted on

Appendix 2 - Statutory notification letter delivered to affected frontages

Appendix 3 - Plan showing the statutory consultation catchment area

Appendix 4 – PV<sup>2</sup> Crossing Analysis

Appendix 5 – Council officer's detailed response to feedback

Appendix 6 – Legal Notice

## **16 Background Papers**

- None