

Report for: Cabinet Member for Climate Action and Transport

Title: Proposed Highway improvement works: Park View Road and Dowsett Road, N17

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Ward(s) affected: Tottenham Hale Ward

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

1 Describe the issue under consideration

- 1.1 To determine if the proposed traffic and highway improvement works on Park View Road and Dowsett Road N17, should proceed to implementation, following the completion of the statutory consultation exercise.
- 1.2 To request that the objections received as part of the statutory consultation exercise and officer's views regarding those objections, be considered and approval be given to proceed to implementation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

The Cabinet Member for Climate Action and Transport is asked to:

- 3.1 Consider all feedback received regarding the statutory consultation carried out from 17 June 2026 to 10 July 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 traffic and highway improvement works on Park View Road and Dowsett Road N17, as set out on the plan in Appendix B and including the making of all necessary traffic management orders (TMOs) pursuant to

powers in the Road Traffic Regulation Act 1984 to enable the proposed measures to be implemented.

4 Reasons for decision

- 4.1 The traffic and highway improvement measures forming part of the Wingspan Walk development, were approved in conjunction with the redevelopment of the former Ashley Road Depot site, granted planning permission under application HGY/2022/0752 (Council Depot, Ashley Road, N17 9DP). These traffic and highway works were secured through a Section 106 legal agreement associated with the planning consent.
- 4.2 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety and carry out studies into accidents arising out of the use of vehicles and must in the light of those studies, take such measures to prevent such accidents. The proposals consulted upon will help reduce vehicle speeds and improve road safety for all road users, which will assist in reducing personal injury collisions.
- 4.3 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.
- 4.4 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 resulting injuries and to improve the environment for all road users.
- 6.2 The Road Danger Reduction Action 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 The Wingspan Walk (Ashley Road Depot) development, approved under planning decision HGY/2022/0752, includes a package of traffic and highway improvement works on Park View Road and Dowsett Road, N17. Funding for these works has been secured from the developer, with implementation secured through a Section 278 legal agreement associated with the planning permission.
- 6.4 In line with the Council’s adopted policy objectives to promote sustainable travel and encourage a shift away from private car use, a package of traffic and highway improvement measures were approved as part of the Wingspan Walk development within the wider Ashley Road Depot redevelopment scheme. The measures consulted upon form a key element of the development’s mitigation strategy, providing residents

with enhanced opportunities to travel by walking, cycling and public transport. In doing so, they intend to reduce reliance on private vehicles and help mitigate potential increases in demand for on-street parking within the surrounding area.

- 6.5 Whilst the Haringey Transport Strategy prioritises walking, cycling and public transport as the preferred modes of travel for everyday journeys, it recognises that some trips within the borough will continue to require access to a private vehicle. Nevertheless, the proposed improvements represent an effective and proportionate approach to reducing car dependency, managing parking demand, and encouraging more sustainable travel choices.
- 6.6 As part of the traffic and highway improvement works associated with the Wingspan Walk redevelopment, the Council is proposing to implement a package of measures, as shown on the plan included in Appendix B. The proposed measures comprise the following:
- Construct a raised junction table with footway buildouts, at the junction of Park View Road and Dowsett Road.
 - Install a speed table with a footway build-out, on Park View Road close to its junction with Carew Road.
 - Introduce a contra-flow cycle lane on Dowsett Road between Park View Road and Windsor Road.
 - Provide a zebra crossing, including all associated road markings, on Park View Road near the junction with Dowsett Road.
 - Reduce parking provision by approximately 2.5 bays between Dowsett Road and Carew Road to accommodate the new pedestrian crossings.
 - Remove one parking bay adjacent to the new development access opposite No. 75 Park View Road to improve visibility.
 - Introduce short sections of waiting and loading restrictions to support the proposed changes.
 - Create a new layby on Park View Road outside the new development and opposite Nos. 60–62 Park View Road, to accommodate permit parking.
 - Remove three existing road humps near the raised junction table at Park View Road / Dowsett Road.
- 6.7 The proposed speed tables will comply with the Highways (Road Humps) Regulations 1999, which specify permissible heights between 25mm and 100mm. It is proposed that the tables are constructed to the Council's standard height of 75mm.
- 6.8 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. Lack of a safe crossing at this location was raised as part of the response to the Commonplace exercise undertaken by the council for the area between March and May 2026.
- 6.9 These measures are designed to reduce vehicle speeds, strengthen pedestrian and cycle accessibility, and enhance road safety for all users.
- 6.10 The total cost of the scheme is circa £414k, which is funded from the S278 funding allocated from the Ashley Road Depot site, housing development's planning permission granted under application HGY/2022/0752.
- 6.11 Officers believe that the proposals will secure the convenient movement of vehicles and pedestrians along the Council's road network and importantly improve the safety of persons using the road network and public service vehicles whilst also securing the expeditious movement of traffic on the road network.

7 Statutory Consultation

- 7.1 Ward Councillors were informed about the proposals on 9 June 2026.
- 7.2 Notification documents were distributed to properties in the vicinity of the proposals on 17 June 2026. A copy of the statutory consultation document and plan is attached as Appendix A together with the consultation boundary as 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"). 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 In response to the consultation, the Council received two objections to the proposed measures. Details of all representations received are contained within the consultation report at Appendix D. The key issues raised are summarised below, together with officers' recommended responses.

8.1.1 Objection 1: Use of funding

'Why the funds used for this Highway works can't be used to help the rough sleepers?'

Council Response

The proposed highway improvement works on Park View Road and Dowsett Road are funded through developer contributions secured in connection with the Wingspan Walk residential development. While the development will increase the housing stock in the area, it also necessitates a package of highway and road safety improvements to mitigate its impact on the surrounding highway network. The funding has been secured specifically for these mitigation measures through the planning process and, as such, cannot be reallocated.

8.1.2 Objection 2: Cyclist Safety at the Dowsett Road and Park View Road Junction

The Metropolitan Police Traffic Management Team raised concerns regarding the potential conflict between vehicles travelling north eastbound on Park View Road and

turning left into Dowsett Road, and cyclists approaching from the opposite direction. It was noted that this risk could be heightened by the narrowing of Dowsett Road resulting from the proposed footway buildouts. The objection also queried whether consideration had been given to the provision of a segregating island at the junction of Dowsett Road and Park View Road to improve safety for cyclists and motorists.

Council Response

The Council is committed to ensuring that all proposed highway measures strike an appropriate balance between improving road safety and maintaining residential amenity.

The proposed contraflow cycling arrangement at the junction of Dowsett Road and Park View Road is intended to improve cycling connectivity and accessibility within the local area and forms part of the wider package of transport improvements associated with the Wingspan Walk development. As part of these works, the geometry of the four-arm junction has been redesigned to enhance conditions for all road users.

The proposed carriageway width on Dowsett Road in the vicinity of the junction is approximately 6.5 metres, with a bell-mouth width of approximately 17 metres. The design also incorporates a short section of 1.5-metre-wide cycle lane which provides separation between cyclists waiting to emerge onto Park View Road and vehicles turning into Dowsett Road. This arrangement is intended to improve cyclist visibility and reduce the potential for conflict between cyclists and turning vehicles.

Swept path analysis undertaken during the design process, using a refuse collection vehicle as the design vehicle, demonstrates that vehicles can safely negotiate the junction whilst maintaining adequate clearance from a cyclist positioned within the marked cycle lane.

Furthermore, the proposed footway buildouts and raised speed table are expected to reduce vehicle speeds on approach to the junction and improve conditions for both pedestrians and cyclists.

The provision of a segregating island at the junction was considered during the design development process. However, taking into account the residential nature of Dowsett Road, the available highway width, the outcomes of the swept path analysis, and the relatively low anticipated volume of cyclists using the route, it was not considered necessary or proportionate to include this feature within the final design.

The proposed layout seeks to provide adequate space for cyclists while promoting lower vehicle speeds and increasing driver awareness of vulnerable road users at the junction.

Notwithstanding the above, the scheme will be subject to an independent Road Safety Audit. Should any significant safety concerns be identified through this process, the design will be reviewed and any necessary amendments considered, including the potential modification or removal of the contraflow cycling arrangement if required.

- 8.2 The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 (RTRA) 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 traffic and highway improvement measures include:

- The opportunity for pedestrians to safely cross Park View Road, near the junction of Dowsett Road and the new development.
- 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.
- Introducing measures to moderate vehicular speeds.

8.3 The Council is not required to hold a public inquiry prior to the making of these TMOs. Although the proposals include no loading at any time restrictions, those restrictions are situated at the junction and fall within the exception in regulation 9(4) of LATOR relating to lengths of road extending 15 metres in either direction from a junction. The proposals do not restrict the passage of public service vehicles.

8.4 Officers note however that regulation 9 of LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include a recommendation to hold a public inquiry as the implementation of the measures described in paragraphs 6.1, 6.2 and 6.6 above will contribute towards improved safety and road danger reduction and that holding a public inquiry would lead to expense and delay.

9 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes

9.1 The installation of speed reducing measures and a zebra crossing on Park View Road will support the delivery of the Council’s Road Danger Reduction Action Plan, by reducing vehicular speed, improving pedestrian accessibility and road safety. It will also support the delivery of the Councils’ wider [Transport Strategy](#), encouraging walking, reducing speed, encouraging cycling as road users will feel more confident and safer.

Theme 1: Resident experience and enabling success

- 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
- Improved pedestrian accessibility

10 Carbon and Climate Change

10.1 The proposed measures will help contribute positively to carbon emission reduction and mitigate climate change in the following ways:

10.1.1 Improving road safety: Improving road safety through reduction in motor vehicle speeds. This will reduce greenhouse gas emissions.

10.1.2 Reducing motor vehicle speeds: This may encourage switch to other active modes as the journey times for those travelling via motor vehicle might increase for those not adhering to the speed limit.

10.1.3 The development has been designed in accordance with a car-free development model, whereby future residents will not be entitled to obtain parking permits for the surrounding CPZs. This measure supports the Council's wider transport and sustainability objectives by encouraging greater use of active travel and public transport. In turn, it is expected to reduce private car use, helping to lower greenhouse gas emissions and supporting improved environmental outcomes within the local area.

Statutory Officers' comments

11 Comments of the Chief Financial Officer

11.1 The total cost of the scheme is circa £414k, which is incorporated within the current council's general fund capital programme plan, under capital scheme number: 310. This capital budget is funded by the S278 allocation under application reference number HGY/2022/0752.

12 Comments of the Director of Legal and Governance

12.1 The Cabinet Member for Climate Action and Transport is asked to consider the objections received following statutory consultation on the proposed traffic and highway improvement works on Park View Road and Dowsett Road N17, and to approve the recommendations set out in paragraph 3, including the making of all necessary traffic management orders (TMOs) pursuant to powers in the RTRA to enable the proposals to be implemented.

12.2 Pursuant to paragraph 3.1 of Part 3, Section C of the Constitution, individual Cabinet Members may exercise functions allocated by the Leader which fall within their portfolio responsibilities. As this proposal falls within the Cabinet Member for Climate Action and Transport's portfolio responsibilities, it is capable of being taken as a non-key Cabinet Member decision.

12.3 The Council's powers to make TMOs in respect of parking spaces/bays, waiting and loading restrictions, pedestrian crossings and regulating vehicular traffic on the highway are contained in sections 6, 23, 45, 46 and 49 of the 1984 Act. The associated highway works, including the buildout and access improvements, will be delivered under the Council's powers in the Highways Act 1980.

12.4 The Council may construct speed humps pursuant to section 90A of the Highways Act 1980 and, in doing so, must comply with the consultation process and specifications set out in the Highways (Road Humps) Regulations 1999. Any traffic signs shall be in accordance with the Traffic Signs Regulations and General Directions 2016.

- 12.5 Officers have considered the Council's statutory duty pursuant to section 122 of the 1984 Act at paragraph 8.2 and recommend that the relevant TMOs be made.
- 12.6 Before deciding whether to implement the proposals in this report, the Council must undertake consultation in accordance with the LATOR. Officers have carried out statutory consultation as set out in paragraph 7. The Cabinet Member for Climate Action and Transport must take into account the consultation responses before deciding whether to implement the measures and make the necessary TMOs.

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.

- 13.2.1 The decision outlined in this report is to approve the proposed traffic and highway improvement measures outlined in appendix A.

- 13.2.2 The proposed speed reduction measures and a raised zebra crossing offers several key benefits for disabled residents, including the following:

- **Easier access:** The raised table provides a level, step-free crossing, helping wheelchair users, mobility-impaired residents and people with walking aids.
- **Safer crossing:** Slower vehicle speeds give disabled pedestrians more time to cross and reduce risk.
- **Better visibility:** Pedestrians are more visible to drivers, supporting those with visual or cognitive impairments.
- **More predictable environment:** Clear tactile paving and a defined crossing point help residents who rely on consistent layouts.
- **Reduced trip hazards:** A level surface benefits people with balance difficulties or limited stability.

- 13.2.3 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 road safety of certain age groups, namely children and the elderly, by reducing traffic speeds. For the 7.6% of Tottenham Hale residents who are aged 65+ (Haringey Ward Profiles, 2024), this will

reduce the likelihood of their potentially slower mobility preventing them from crossing the road safely. Likewise, by ensuring that drivers slow down, children are at less risk of harm if they step out into the road unsupervised.

- **Disability:** The traffic calming measures proposed in this report could benefit the 13% of Tottenham Hale residents who are disabled (Haringey Ward Profiles, 2024), particularly those in wheelchairs. This is because the risk of a traffic accident causing physical harm is dramatically reduced when vehicle speeds are lower.
- For other groups with protected characteristics, this decision will have a neutral impact.

14 Use of Appendices

- Appendix A – Public consultation letter and Plan
- Appendix B – Consultation boundary plan
- Appendix C – Legal Notice
- Appendix D – Full consultation report

15 Background Papers

- None