

Report for: Director of Built Environment and Highways following consultation with the Cabinet Member for Climate Action and Transport

Title: Proposed Build out and Shared-Path Access Improvements between Nos. 35 and 37 Palace Road, N8

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Ward(s) affected: Crouch End

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

1 Describe the Issue Under Consideration

- 1.1 To determine whether the proposed buildout and shared path access improvements between Nos. 35 and 37 Palace Road should be implemented, and to whether to make the associated traffic management orders. This is following a statutory consultation undertaken on the proposals, for which all objections need to be considered.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 The Director of Built Environment and Highways following consultation with the Cabinet Member for Climate Action and Transport is asked to:
- i. Consider all feedback received during the statutory consultation held from 07 January to 28 January 2026, as set out in Appendix C, on the proposals outlined in Appendix A, together with the officer responses summarised in Section 8 of this report and detailed in Appendix C.
 - ii. Agree that the Council shall exercise its discretion to not cause a public inquiry to be held for the reasons set out in Section 8 of this report.
 - iii. Approve the implementation of the proposed build out and shared-path access improvements between Nos. 35 and 37 Palace Road, N8, as set out on the plan in Appendix A and the making of all necessary traffic management orders (TMOs) pursuant to the Road Traffic Regulation Act 1984 ("1984 Act") to enable the scheme 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 prepare and carry out a programme of measures designed to promote road safety and take appropriate measures to prevent accidents. The proposals consulted on will provide a safer, more direct connection for cyclists accessing the shared path between Nos. 35 and 37 Palace Road and will improve pedestrian visibility, making it easier and safer for pedestrians to cross Palace Road, which will assist in reducing personal injury collisions.
- 4.2 The proposal also supports Haringey's wider strategic policy framework for sustainable and safe transport. The Council's Walking and Cycling Action Plan commits to delivering safer, more accessible active-travel routes across the borough, with a focus on reducing road danger, improving junction safety and encouraging more people to walk and cycle as part of everyday journeys. The scheme's improvements to visibility, pedestrian crossing conditions and safe cycling access directly support these objectives. In addition, the scheme aligns with several themes in the Corporate Delivery Plan 2024–2026, including Responding to the Climate Emergency, A Safer Haringey, and Place and Economy, which emphasise promoting active travel, reducing carbon emissions, and enhancing the safety and quality of the public realm.
- 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. The decision also relates to only one ward and so it is not a key decision 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 measures to prevent road traffic collisions and so the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988.

6 Background Information

- 6.1 Haringey Council regards road safety, particularly for pedestrians and cyclists, 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 Council's Road Danger Reduction Action Plan and associated Investment Plan support the Mayor of London's Vision Zero ambition to eliminate all deaths and serious injuries on London's roads by 2041. These plans also reinforce the Council's own commitment to reducing casualties of all severities, with a particular focus on protecting vulnerable road users such as pedestrians, cyclists and motorcyclists.
- 6.3 To address safety concerns on Palace Road and improve the experience of people walking and cycling, the Council is proposing a new footway build-out and associated improvements to the access point of the shared path located

between Nos. 35 and 37. The scheme is designed to provide a safer and more direct route for cyclists entering the shared path and to improve visibility for pedestrians crossing Palace Road, making the crossing point easier and safer to use. The proposed measures, as shown in Appendix A, include:

- Construction of a new footway build-out with a dropped kerb between Nos. 35 and 37, improving access for cyclists entering the shared path. The scheme also introduces new bollards, clear signage and tactile paving to safely delineate the shared-use space for both pedestrians and cyclists.
- Removal of the redundant vehicle crossover between Nos. 35 and 37 and the loss of approximately 3.6 metres (one space equivalent) of resident permit-holder parking bay within Controlled Parking Zone (CPZ) CE-A to accommodate the build-out.

6.4 The proposed build-out would make it easier and safer for pedestrians to cross Palace Road at the entrance to the shared path by improving visibility and enabling clearer sightlines of oncoming traffic. For cyclists, the scheme provides a safer and more direct access point to the shared path between Nos. 35 and 37 when travelling to and from Palace Road.

6.5 The total estimated cost of the scheme is circa £25k, which will be funded via the Strategic Community Infrastructure Levy (SCIL) fund, which is earmarked for the Walking and Cycling Action Plan - Strategic cycle route delivery (Capital Scheme 4015). It may be helpful to explain that the SCIL is derived from contributions from developers to support the delivery of local infrastructure and development for the benefit of residents and businesses in the borough.

7 Consultation

7.1 The three Crouch End Ward Councillors were informed about the proposals on 15 December 2025. All three expressed support for the proposal to remove the redundant vehicle crossover on Palace Road and introduce a kerb build-out, noting that while the loss of one parking bay may prompt some resident concerns, the safety and accessibility benefits justify the change.

7.2 Before any proposals can be delivered the council has to undertake a statutory consultation, which includes placing notices in a 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 7 January 2026. In addition, a notification letter with the plan of proposals was distributed to properties in the vicinity of the area shown below (edged in red) and uploaded on the Council's website. Notices were also placed on street in the vicinity of the proposals.



7.4 A copy of the 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.

7.5 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 The full consultation report from which Table 1 below is derived is provided in Appendix C. A summary of the consultation responses, including detailed corresponding Council Officer responses, is also included in Appendix C and should be read alongside this report.

Table 1 – Statutory Consultation Analysis

		Count	%
Support or Object?	Support	0	0%
	Partly Support	1	10%
	Neutral	1	10%

	Object	8	80%
	Other / Don't know	0	0%
	Total	10	100%

- 8.2 A total of 10 responses were received during the statutory consultation period. Of these, 1 response (10%) partly supported the scheme, 1 response (10%) was neutral, and 8 responses (80%) objected.
- 8.3 A summary of the key objection themes raised, along with the overarching Council Officer responses, is set out below. Detailed consultation feedback and corresponding Council Officer responses are provided in Appendix C (Detailed Responses to Consultation).

Parking Loss

- 8.4 Residents highlighted existing parking pressure on Palace Road, worsened by non-resident vehicles from a nearby business. Many objected to the loss of a parking bay, arguing that the situation is already challenging.
- 8.5 The Council recognises that parking availability is important to residents. In response to comments regarding unused disabled bays on Palace Road, a separate review was undertaken by the Parking Team and the conversion of the disabled bay outside No. 62 Palace Road to a resident permit parking bay (CA-E) has been approved. This is scheduled for implementation and will ensure there is no net loss of resident parking spaces as a result of the scheme.
- 8.6 The proposed removal of approximately one residential permit holder bay (CE A) is required to improve visibility, pedestrian safety and cycle access. Parking availability must be balanced against statutory road-safety obligations. Issues arising from the misuse of bays by nearby businesses fall outside the scope of this TMO but may be examined through separate workstreams. It should be noted that resident permit bay gives you the right to park in designated permit holder bays within your specific Controlled Parking Zone, it does not guarantee parking directly outside a home.

Justification for Scheme

- 8.7 A number of objectors argued the existing access point is safe, with an alternative dropped-kerb crossing nearby. They felt no evidence (e.g. collision data or a risk assessment) had been provided to justify the intervention.
- 8.8 Officers confirm that site assessments have identified inadequate sightlines and unsuitable cycle accessibility in the current layout. The proposed build-out is intended to improve visibility and make crossing movements safer. The intervention aligns with borough transport policies, including the Transport Strategy, Walking and Cycling Action Plan, and Vision Zero commitments.

Cyclist Speed and Shared-Use Conflict

- 8.9 Residents consider the main risk to be cyclists entering the path at speed, particularly from The Grove. Many felt the proposal does not address this and might heighten conflict between cyclists and pedestrians.
- 8.10 The Council notes the concern but confirms that the existing chicane barriers on the shared-use path will be retained to help manage cyclist speeds. The build-out is designed to provide clearer, safer access for cyclists and reduce conflict by improving visibility at the entrance. Officers will continue monitoring the location and consider additional mitigation if further issues are reported.

Crime-Related Concerns

- 8.11 Some respondents worried that easier or faster cycle access may provide an escape route for offenders, referencing recent incidents.
- 8.12 Officers note the concerns but confirm that speed-controlling chicane barriers will remain in place as part of this consultation, meaning the proposal does not create a faster route for offenders or cyclists. The build-out's purpose is to improve accessibility, road safety and visibility, not increase cycle speeds.

Accessibility, Disruption and Condition of Surrounding Network

- 8.13 Residents raised concerns about accessibility impacts, temporary disruption during works, existing poor footway/carriageway conditions, and whether the proposal is proportionate or evidence-based in line with national guidance.
- 8.14 The Council clarifies that the proposal includes a dropped kerb, new tactile paving, the removal of a redundant vehicle crossover and resurfacing to improve accessibility. Access to local properties will be maintained during construction. Issues relating to wider footway/carriageway condition and CPZ policy fall outside the scope of this TMO but have been noted. The proposed scheme is considered proportionate as it supports accessibility improvements, and meets local policy objectives, including Vision Zero.

9 Legal Implications

- 9.1 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 paragraph 6.3 above will contribute towards improved safety and road danger reduction, will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay.
- 9.2 The Council has a duty under section 122 of the 1984 Act 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.

9.3 Officers consider that the factors which have pointed in favour of implementing the proposed shared path access improvements include:

- **Parking Impact and Balance:** Officers recognise that the proposal results in the loss of approximately one resident parking space, which was a key concern raised during consultation. In line with the Council's duty under section 122, this impact has been balanced against the need to improve safety and accessibility. Officers consider that the limited loss is outweighed by the scheme's benefits, particularly improved visibility and safer pedestrian and cycle access. Furthermore, following a separate review by the Parking Team, the conversion of the disabled parking bay outside No. 62 Palace Road to a resident permit parking bay (CA-E) has been approved and is scheduled for implementation. This will offset the parking space removed as part of the scheme, resulting in no net loss of resident parking provision.
- **Safety and Visibility:** Removing the bay and adding the build-out fixes "blind spots," creating clear sightlines for pedestrians crossing Palace Road and a safer entry point for cyclists.
- **Enhanced Accessibility:** Replacing the old crossover with a dropped kerb and tactile paving makes the path fully accessible for wheelchair users and those with mobility impairments.
- **Speed and Conflict Management:** Retaining the chicane barriers alongside the new build-out actively manages cyclist speeds, protecting pedestrians, children, and those with buggies.
- **Strategic Alignment:** The measure is a direct delivery of the Council's Vision Zero and 2018 Transport Strategy goals, prioritising road safety over a single parking space.

9.4 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. This has involved reviewing, pedestrian desire lines and accessibility needs. Officers consider the provision of the introduction of the proposed build out not to impact certain residents' human rights' as the proposals is deemed to serve the general public interest, particularly regarding safety.

10 Contribution to Strategic Outcomes

10.1 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 supports the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident Experience and Enabling Success

- Excellent resident experience
- Opportunities for residents to participate in decision-making

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place
- Expanding active travel

10.2 The scheme will support the delivery of the Council's [Transport Strategy](#) by creating safer, more accessible conditions for walking and cycling. By improving visibility for pedestrians and providing a clearer, more direct access point for cyclists, the scheme encourages active travel, helping to make walking and cycling the default choice for local journeys, in line with the Strategy's objective to increase active travel uptake. The improvements also contribute to wider Transport Strategy outcomes, including reducing carbon emissions, improving air quality, and creating a safer, better-maintained street environment for all users.

11 Carbon and Climate Change

11.1 The scheme will help contribute positively to carbon emission reduction and mitigate climate change in the following way:

11.2 By improving road safety at the shared-path entrance and providing a clearer, more accessible crossing point, the scheme is expected to encourage more people, particularly local residents, children and older users, to choose walking and cycling for short local trips. Increased uptake of active travel reduces reliance on private cars, thereby lowering greenhouse-gas emissions and helping to mitigate climate change. It also supports healthier travel choices, contributing to long-term public health benefits associated with more active lifestyles.

12 Comments of the Chief Financial Officer

12.1 This report seeks the approval for the implementation of the proposed build out and shared-path access improvements between Nos. 35 and 37 Palace Road, N8, for an estimated total cost of circa £25k, which will be funded via the Strategic Community Infrastructure Levy (SCIL) fund, which is earmarked for the Walking and Cycling Action Plan - Strategic cycle route delivery (Capital Scheme 4015).

13 Comments of the Director of Legal and Governance

13.1 The Director of Built Environment & Highways is asked to approve the recommendations set out in paragraph 3 and to consider the objections received following statutory consultation on proposals for a new buildout and improvements to pedestrian and cycle access from the shared path to Palace Road, N8, between numbers 35 and 37.

13.2 The Director of Built Environment & Highways is authorised to make this decision under the officer scheme of delegation contained in Part 3, Section E of the Council's Constitution ().

- 13.3 The Council's powers to make TMOs in respect of parking spaces/bays and regulating vehicular traffic on the highway are contained in sections 6, 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.
- 13.4 Officers have considered the Council's statutory duty pursuant to section 122 of the 1984 Act at paragraphs 9.2 and 9.3 and recommend that the TMOs be made to remove of one resident permit-holder parking bay.
- 13.5 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 Director of Built Environment and Highways must take into account the consultation responses before deciding whether to implement the measures and make the necessary TMO.

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. 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
- 14.2 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.
- 14.3 A number of respondents raised concerns regarding accessibility, including the suitability of the proposed kerb layout for wheelchair users and those with mobility impairments, potential increased conflict with cyclists, and existing poor footway conditions. In response, the Council confirms that the design includes a dropped kerb and tactile paving to provide step-free access, alongside improved sightlines and retained chicane barriers to enhance safety and reduce conflict between users. While wider maintenance issues have been noted, these fall outside the scope of the scheme.
- 14.4 The proposed footway build-out and improvements to the shared-path entrance between Nos. 35 and 37 would enhance accessibility and safety for a wide range

of users, particularly those with protected characteristics. The introduction of a dropped kerb, tactile paving and the removal and resurfacing of a redundant vehicle crossover will make the area easier to navigate for people with mobility impairments, wheelchair users, those using walking aids, and residents pushing buggies. Improved visibility at the crossing will also support children, older people and visually impaired pedestrians. By creating a safer, clearer and more accessible route for both pedestrians and cyclists, the scheme helps to advance equality of opportunity for groups with protected characteristics such as age, disability, and pregnancy/maternity.

15 Use of Appendices

- Appendix A – Statutory Consultation Letter and Plan
- Appendix B – Legal Notice
- Appendix C – Detailed Responses to Consultation

16 Background Papers

- None